

CHRISTMAS BUYER'S GUIDE

IND

model car^{JR} Science

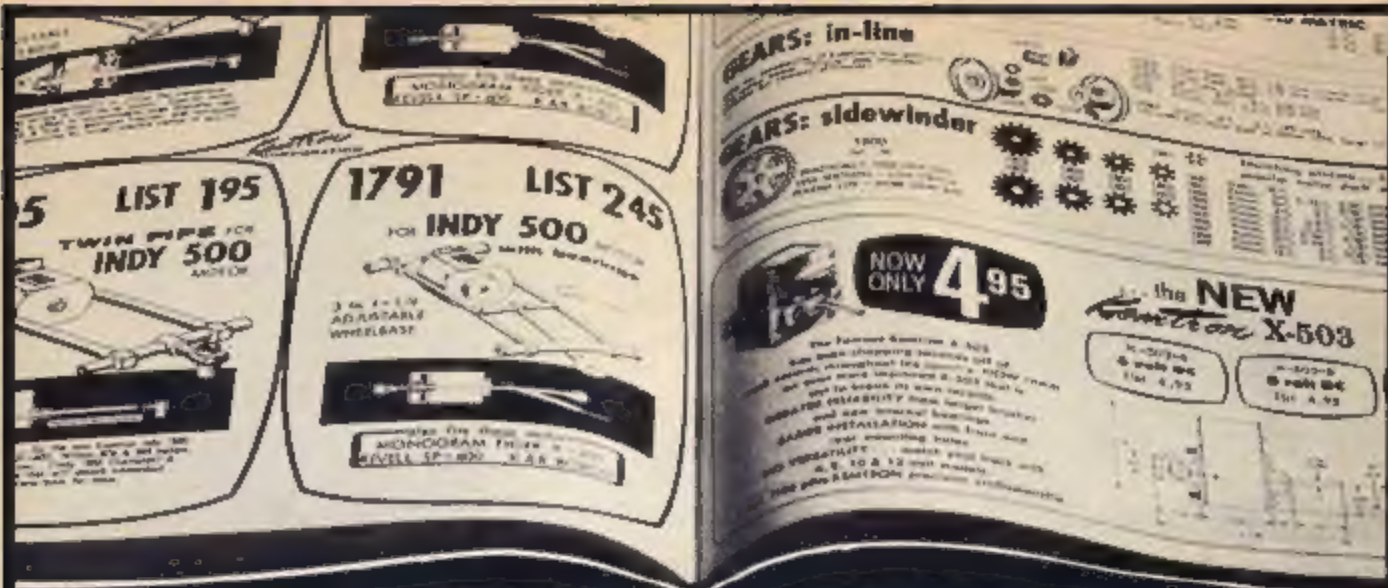
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SR-72H extended inner race, 1/4" O.D. - 1/8" bore, pair 2.25



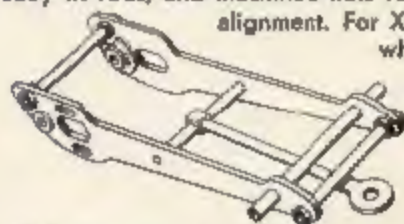
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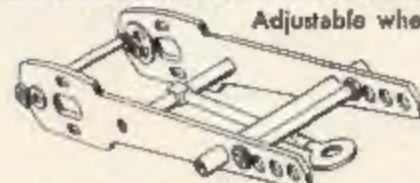
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December, 1965

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COVER — There's an old quote that it's far, far better to give than to get. And it's true, it's true. But that doesn't mean it isn't nice to be remembered once in a while. So, if anybody out there's thinking of us this Yule, what you see on the cover is just a sample of our little list starting on page 19. Phil Glickman, Santa's helper-with-camera, took the photo.



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MODEL MAIL

DUST PROBLEMS

The spray paint jobs on my models turn out o.k., but dust settles on them. Could you tell me how to prevent this while the paint is drying?

John Sylvester
Savanna, Illinois

It's an old problem, John, but one that is easily solved. Simply set a cardboard box over the model after it is painted. Block the box up a couple inches off the floor so air can get at it, but dust can't. Total cost — nothing!

IT RUBS HIM THE WRONG WAY

My Eldon car will not run on either lane, except when I take the body shell off. Why is that?

Also, is there any age limit for joining a slot racing organization?

Paul Kulina
Erindale, Ontario, Can.

Sounds to me like the body shell on your Eldon car is rubbing against the tires somewhere, Paul. Takes a pretty wild motor to overcome that!

It depends on the slot racing organization that you want to join, if there is any age limit or not. You'll just have to check it out with the club you want to join.

NAME WITHHELD

O.K. you Science guys. I've got a question so simple even you guys can probably answer it. How do I lower my center of gravity?

(Name Withheld)

Dear Withheld. Easy; try sitting down.

WHO MAKES THE BEST EQUIPMENT?

I just finished building a 1964 Sting Ray by MPC. It says in the instructions that the car can be converted to slot racing.

Who makes the best motors, chassis, tires, wheels, etc?

Wesley Bell
Vancouver B.C.

It would take an entire book to tell you the answer to that one, Wes. Even the experts disagree on this subject. I would advise you to read the articles by our

staff members, closely. They spend a lot of time and money on these models. You're bound to learn some of their likes and dislikes by reading what they have to say.

A SURE WAY NOT TO LOSE

What's the best way I can be sure of not losing a race?

Henry Hankensheimer
North Tonawanda, N.J.

Stay home.

A JET DRAGSTER?

Do you know where I can obtain a Jetex 50B engine to power a model dragster?

Robert E. Johnson
Miami, Fla.

Cowabunga Buffalo Bob! You're not related to Ari Arjans are you? The big mail order houses can help you, Bob. The question now is — WHY?

ONE MAN SHOW

I've got over 30 model cars built to date. Can anyone enter your model contest?

Daniel J. Belcher
Chicago, Ill.

We'd be delighted to see photos of your cars, Dan. Black and white, glossy prints, any size. No color please. Include a brief description too. Anyone can enter our contests. If you've got that many models, and you think they're good, why not mail photos and info to one of our regular contributors (in care of the editor) and ask him if he'd run a feature article on the entire stable of cars! If they're good enough, he just might!

HO WON'T GO-GO

My Aurora Ho cars putts around the track like a turtle. What's the problem?

Ivan Morrissey
San Francisco, Calif.

It's really hard to say, Ivan. If only one car does it, it's no doubt dirty pickups or other electrical problems. If all cars run slow, check your track connections. Sounds like you're not getting the proper voltage from the power supply. Clean the track conductor too.

A SLICK CUSTOMER

In Richard Helm's article on "Mastering Metallflake", what kind of wax did he use to polish the car after painting it?

Donn Borda
Rivesville, W. Va.

Richard is off sword fighting with Eric Storm right now, Donn, but I can tell you that he used Pactra Aero Glass wax. It costs 50 cents.

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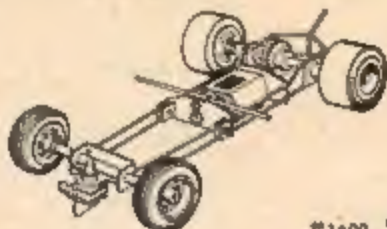
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BARRIS KUSTOM KORNER

ALTHOUGH THE SURFIN' SEASON never really ends out here in Hollywood-land, it does kinda taper off come the winter months. So, the other day I started staring long and hard at my little Surf Hearse. What with the beach temperatures diving towards the low 80's, it looked like I might as well stay indoors and rework the little winner.

Now, you better believe it, customizing the "S.H." is no easy matter. The problem is finding a place to start, let alone developing a definite plan of action.

Well, the only way to go, I figured, was to rev up the old imagination into high gear and let the parts fall where they may. It took a number of different kits, but my new "Snow Hearse" is nothing but weird, wild and hairy!

How did I build it? I tell you, but it takes courage to try it. First, you start with the basic Surf Woody body. Cut back the nose tip about a quarter inch and install the grille mesh from a Corvette kit. Next, cut out the hood section and install a couple of Buick fuel injected engines in tandem.

For a gassy looking windshield, cut up part of a bubble from a '65 T-Bird kit. Felt kinda sad about scraping those coach lamps from the Woody, but the changes didn't stop here. The body looked like it could use a little more weight, so on went the fenders from the Ala Kart. V shape the flat sections and remove the running boards. I used small pieces of plastic tubing to fasten them to the body.

For a new suspension system, take the front axle from a Model T and the rear end from the Ala Kart. Now add slicks all around, with Rader wheels from a Mercury kit. The slicks should be rounded with a file to resemble balloon tires.

From AMT's Chevy customizing kit came the goodies for the interior: four buckets, steering wheel, Muntz stereo and Sony TV. And to wrap up the works, try a finish of frosted grape metalflake lacquer.

He forgot to subscribe
to MCS...

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see offer on page 31



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OUTLAW WITH
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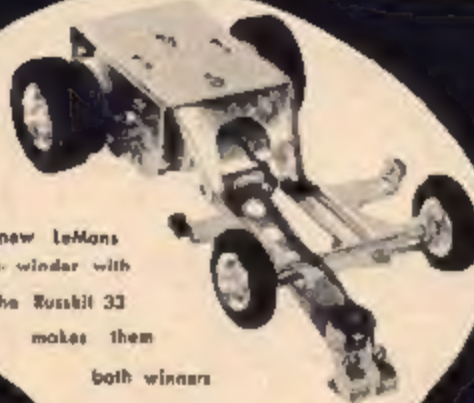


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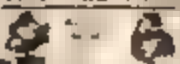


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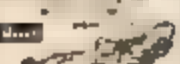
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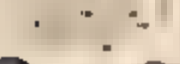
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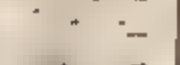
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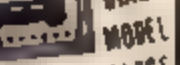
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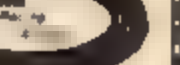
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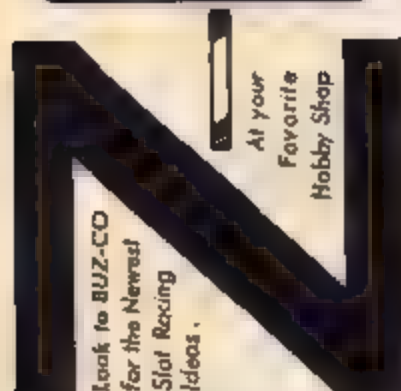
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Have you taken a good look at your work bench lately? It's amazing how tools and whatnots just seem to pile up. Well, despair no longer, buddy, 'cause your faithful editor has found the answer. It's called the "Little Jim" Gadget Gripper, a handy new item for organizing all that wild gear of yours. It's made of heavy duty rustproof stainless steel, and will hold on to any item, large or small, until the cows come home. It mounts on wood, plastic or metal with the one screw that comes with it. The large loose ring acts as a "finger pull" handle for releasing the grip. You'll find it in most hardware stores; or you can drop a line to Dupree Mfg. Company, Inc., P.O. Box 3156, Dept. MCS, South El Monte, Calif. Retail price two for 98¢.

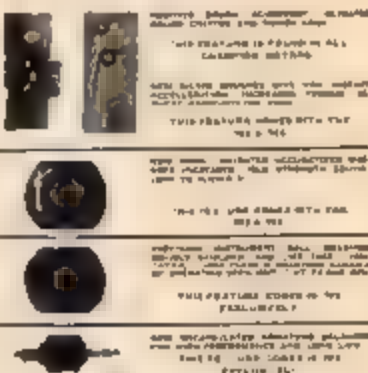
Continued on page 14



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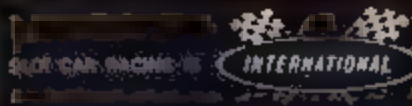
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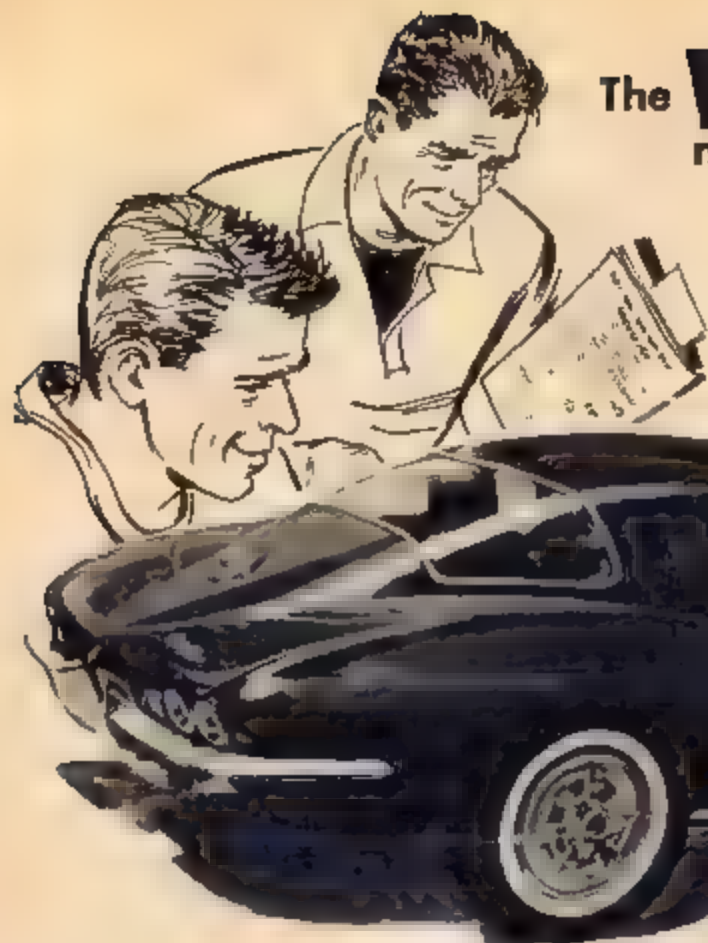
NEW TO SCALE



You might've known Jo-Han's at it again! My, how they do love detail! And that's good, 'cause so do we. Continuing in the grand style of the "Gold Cup Series," they've just brought out a beautiful '31 Cadillac V-16 Cabriolet for modelers who appreciate the challenge of real detail. Operating goodies in 1/25th scale include rumble seat, hood, steering, windshield and golf bag doors—plus removable top. Authentic colors have been molded in; so you don't have to paint (but, if you want to, go ahead and live a little!). It comes across the counter for just \$1.98. For where and when, write: Jo-Han Models, Inc., Dept MCS, 17255 Moran Ave., Detroit, Michigan 48212



From deep down inside Revell's super secret test room (so exclusive, you practically have to be born there to get in!), there's come the very first photo of a hand controller so new, so different, so completely GROOVIS that it's just got to be the IN controller come Christmas! What makes it work? Sorry, Of Buddy but our collective lips are sealed tighter than a rusted hub cap. No sir, we won't tell a thing. Sworn to secrecy! But we can let you in on a little tidbit: it positively can't heat up or burn out, and OH, such control it offers! As for price, our guess is \$9.00. For more info, write Revell, Dept. MCS, 4223 Glencoe Ave., Venice, California. Maybe somebody'll spill the beans.



The **sting Ray** is a magnificent new big scale model of America's one and only true sports car! Created by Monogram! Get a Sting Ray kit and enjoy fascinating car modeling at its wonderful best!

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Easy-to-put-together kit has 189 parts in Corvette blue, black, red, clear and chrome finish. Beautifully packaged for gift giving and getting.

See this magnificent model and kit wherever hobby kits are sold. Choose a Sting Ray as a wonderful gift in its attractive packaging. Get one for yourself and enjoy model making at its wonderful best.

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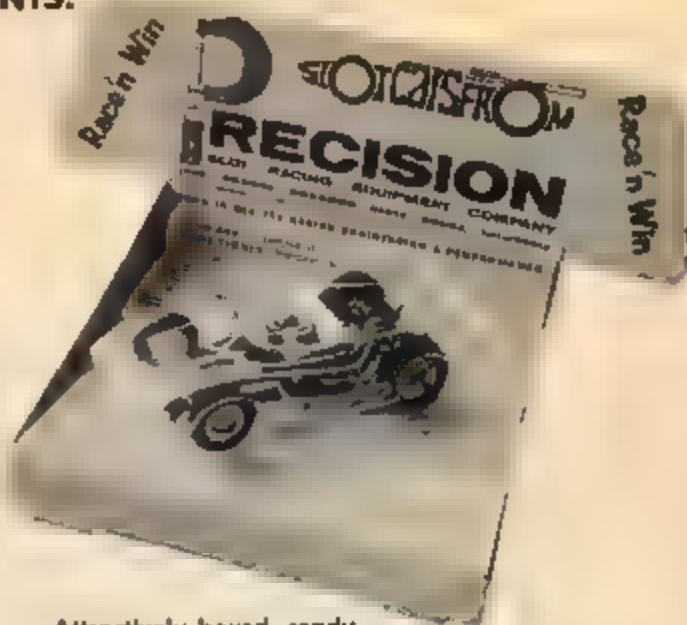


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BY **JO-HAN**

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CHRISTMAS BUYER'S GUIDE



Dear Gang,

It's that time of year again, so dear to the hearts of your faithful old editors. Having stayed out of trouble and always acted straight-arrow for all these past months - at least we never got caught, that ever-lovable Santa gave us first crack at this year's sack of goodies. Beatin' it down to the secret warehouse (known to the outside world as South Coast Hobbies, Inc.) in Smog Hollow (also called Los Angeles), we made like a pack of mad modelers and track-happy thumb-benders! There must have been more tuff stuff in the back room than you could shake an Ed Roth at. Why you'd better believe it, if it wasn't our sworn and solemn duty to keep you clued in on what's goin' on, we'd still be down there tearing around the slots and building scale buggies so boss they'd make the Munster Koach look like a VW! (Whew!) And knowing as how it'd be kinda rank not to let you grab at least an eyeful of what's coming, we worked up this special showcase. It's just our little way of curing you in on the wild time we had. Now you go ahead and read, while we sit here eating our hearts out. Gads! We've got 12 more months 'til they let us out again!

*Merry Christmas,
The Editors*



Old St. Nick's model makers have enough stuff ready to keep you working 'til the snows melt! Starting at the top, Revell's put some new life in the old-timers; their '66 Meccer and '66 Stutz (lower right) both come down the chimney for \$1.98 each. And if you'd like a ghoul in your yule, there's AMT's weirdo Munster Coach for \$1.50. Another kit from AMT gives you both the Ala Kart and a '29 Ford "4" for just \$2.00. Should you hanker to tinker with a chassis, Lindberg's got one packed with detail for \$4.98. And from the land of the Beattles and Tiny Tim, there's Lesner's beautiful "Matchbox" metal miniatures at \$6.50 for the five. Lastly, but not leastly, there're three kits from Revell's subodile: the Mystery, Orange Crate and '56 Chevy at \$2.00 per.

Here's a stack of classic winners that sure bring back memories for some of the elves at Santa's M.C.S. workshop. The Bugatti Gran Prix and Le Mans Bentley from Pyra are — o' happy day — just 50¢ each. And talk about bargains, there's MPC's "9-in-1" kit for \$2.49. For \$2.00, Revell has a '31 Tudor Sedan that can do double duty as a Woody. Now, if you want some real curb-weight in your model cars, try these two metal kits from Hubley, '32 Chevrolet Sport Coupe at \$3.49 and the SJ Duesenberg for \$9.95. And for the Mercedes fan, with a \$1.98, there's Jo-Han's beautiful 500K Sports Roadster.





Another oldie-but-goodie from Pyro is the '32 Chevy Cabriolet, priced at an easy to handle 50¢ and to display it or another favorite model, there's the Summa "Kar-Kase" for \$2.00. The Racing Transporter is another "Matchbox" metal miniature from England, priced at \$2.00. The Maserati 4 Cylinder (lower left) also comes from "Matchbox" for just 49¢. For the buff-on-a-budget, both Airfix and Hawk offer kits priced just right for a Christmas stocking; the Jaguar XKF from Airfix for 50¢; and Hawk's Ferrari, 6 barrel and Maserati at just 29¢ each. But if it's lots of detail you want, you've just got to try Monogram's Henley Rolls (74 panel) for \$3.00.

Who's got the best slot charger going? Feast your eyes on this stack of wild wheels, and try telling us! Finding a place to start is rough enough, but how about that Russkit Racing Set filling up the background. At \$19.00, it's complete with carrying case, track set, hand controller and your choice of three speedsters. On top, there's Monogram's \$6.00 Lotus 33 GP and a \$7.00 Ford GT from K & B. And then there's Revell's Revivals again — '66 Stats and Mercer (down in der middle), both just \$6.95. If you come in close, you'll see Eldon's new Ferrari 330 P/M, priced at \$7.00 even. Also slightly buried (sorry 'bout dat) is the \$7.98 BRM Formula 1 from Cox. And way over on the lower left is another Cox winner: a Ford GT for \$6.98. Three truck-terrors from the Revell stable start on the right with Shelby's Cobra for \$7.00; down in front is the 1/24 scale Cobra, going for \$6.00; and at the same price, there's the Aston Martin DB-5 sitting in the middle. Up front, at \$4.98, there's a BRM Formula 1 from the Lindberg line-up. Coming round the left end is MPC's Dyn-O-Charger, priced at \$12.95. Sitting on top is the Le Mans Cheetah from Unique, yours for \$7.95. The Russkit Lola T-70, with four wheel drive, is ready for the action at \$14.00. One floor up is MDC's Pink Panther Ford GT; price: \$8.50. And holding 'em both up (courtesy of Strombecker) is the new Brabham F-1, with built-in speed for \$6.95.





If Old St. Nick ever decides to trade in his drafty red wagon for some fancy wheels, he's got more than enough stuff to choose from. Leading off at 12 o'clock is Gran Prix's Gearless Wonder in 1/24 scale; price: \$12.95. On the top right is K & B's Ford GT for \$7.00. Next and lookin' good is another Ford GT, this time from Cox for \$7.98. And still another Ford GT (!!!); it's Competition's entry and retails for \$14.98. The Lola T-70 on the left is from Russkit, and sports two motors for an even \$14.00. The next Lola in the line-up is the CP-100 from Champion, price: \$19.95. And finally, here's a little winner that will pucker your eyelids: the Cox Daytona Ford GT, with fully detailed driver, for \$8.98.

Thinking about putting a freeway thru the family room? Recall's Gran Turismo Racing Set's got lots of traffic-action for in-door drivers; price: \$40.00. On the left is Eldon's BRM Formula 1, ready to roll for \$7.00 and a little wrist action with a screwdriver. Next is another build-it-kit, the Ferrari GP Formula 1 from Monogram, cost: \$6.00. For those itchin' to hit the track, we've got build-ups too; the Cox Ford GT for \$7.98 and the \$14.00 Lola T-70 from Russkit. And how about two little troopers just right for a Christmas stocking: Tantor's Speed Guard for a quick, clean oil job and their rugged Chip Guard for protection against nasty bumps and bruises. Both just 98¢ each. And finishing up on the right there's the Cox Formula 1 Ferrari, \$7.98 for the build-n-razers.

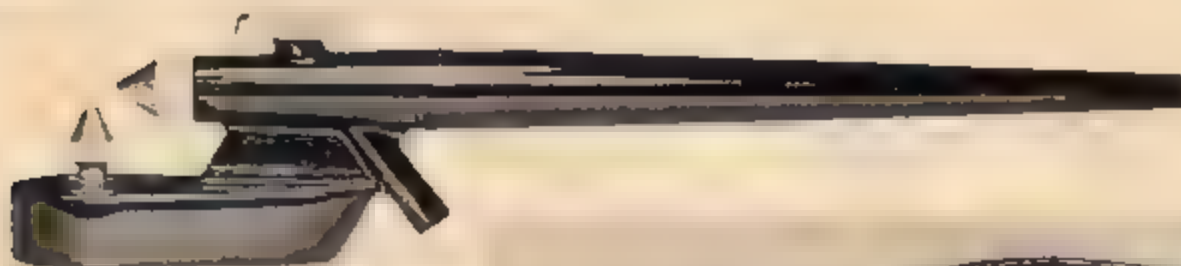
For the slot fans who played it square-shooter in '65, here are enough goodies to stuff under the biggest tree growing! Starting in the center, there's MPC's Dyn-O-Charger-400 build-it-kit, with ground-grabbin' front wheel brakes, for \$12.95. And for the scratcher who's looking for something special in a chassis, \$5.98 brings a fully adjustable number from Cox. Also from Cox is the Jim Hall "OK'd" Chaparral, priced at \$8.98. The Brabham F-1 is Strombecker's entry

in the track-action; yours for \$6.95. The Sara Slot Box (shown lower left), at \$6.95, is better than an extra pair of hands when you've got a lot of gear to lug. Waiting atop the slot box for some paint and decals is Unique's Cheetah Riverside, otherwise rearing to roar at \$7.95. A track version of Revrol's '66 Stuts is just ickin' for some competition; price, \$6.95. And lastly, there's Monogram's new Porsche 904 GTS, ready to pace the pack for \$6.98.





Want a carrying case with built-in glass — and a full set of X-acto tools? Auto World has it for \$14.95. And for the fella whose workbench looks like a disaster area, clean it up with an "Opti-Man" Hobby Center from D.F.C. Associates. Priced from \$24.75. Packed with detail, that Sting Ray is the newest winner in Monogram's 1/8th scale line; yours for \$10.98.



In the fine tradition of their hobby tool line, Stromberker offers a new finger-tip air brush for just \$4.95. And for the folks who want to race at home, Stromberker has everything you need for \$29.95. Features include a 168-3/4 inch figure-8 track, power pack, flagman, controllers, and working headlights on both cars (Porsche RS-61 and Lotus MK XIX).





For the connoisseur of fine hand tools, J-J Products, Lunenburg, Mass., offers an excellent set of Swiss Pattern Hobby Files — 12 in all; priced at \$7.50.



Jo-Han's new '31 Cad is a great detailer's delight for a lovely \$1.98. Features include working rumble seat, windshield, steering and golf bag doors.

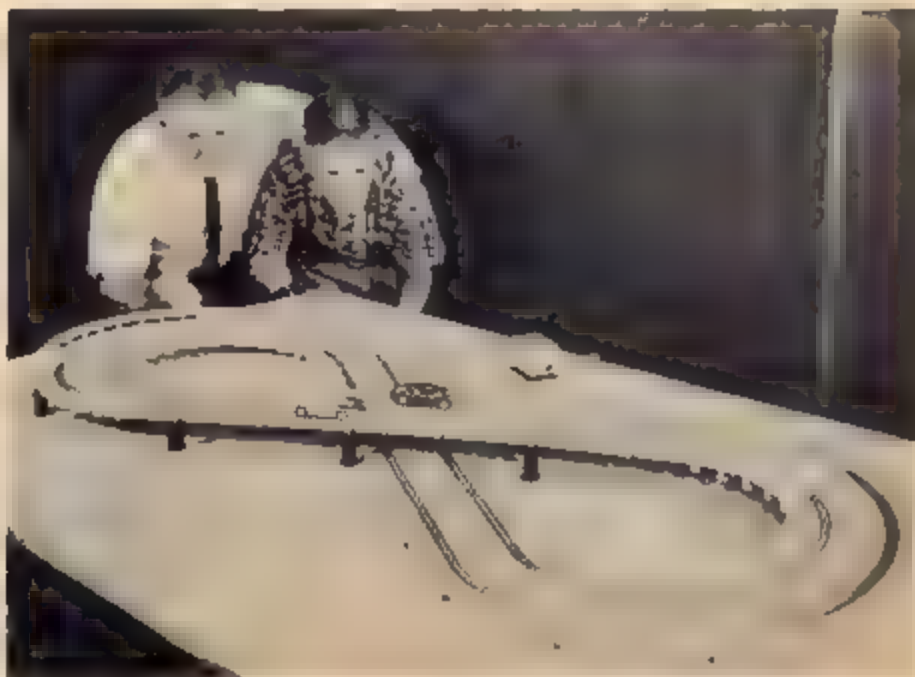


**WEIGHTED
BODY
PUTTY**

Want some temporary weight for that slot car? Try a touch of Strambecker's Body Putty — 29¢ a tube. And for the home racer, there's Monogram's new Le Mans track, packed with action and priced at \$42.50.



For the track-terror that's short on traction, Twinn-K Inc. has a \$3.00 set of tires that are road-hugging heavyweights.



CUSTOM STYLING FOR CAR KITS



FOR CLASSIC CONTOURS, THE BIG CAR CUSTOMIZERS USE LEAD. GUESS WHAT WE'VE GOT.

By Bob Hoepfner

What's the one item that's just about indispensable, when it comes to customizing a model car — that is, besides the car itself? Stumped? Could be you're just new to the game, so let me tell you all about it. I've been putting together car kits for many a moon, and I cast my vote for the humble little tube of body putty. Surprised? Well, close your gaping jaws for a minute and think about it. Where'd all your fancy, fixed-up contest winners come from, if you didn't have that battered, wrinkled-up old tube of goop sitting nearby?

It wasn't too many years ago that this

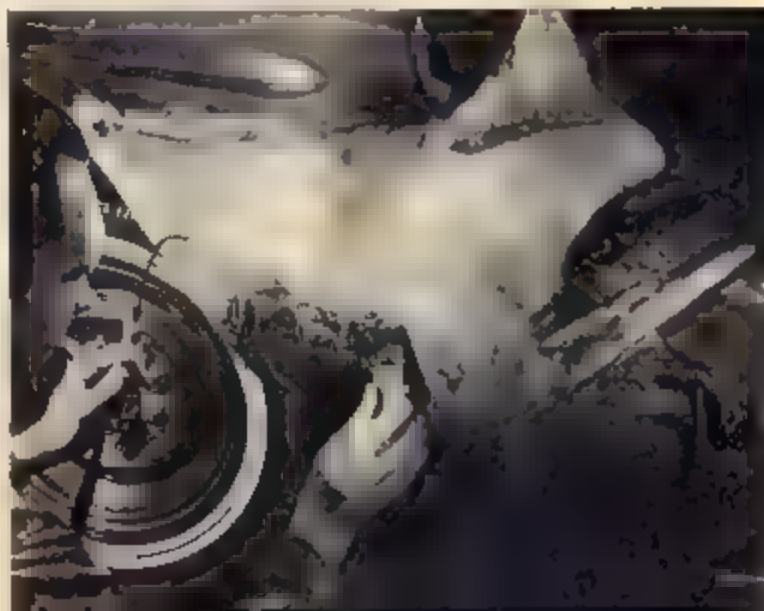
magic filler was just a gleam in some inventor's eye. Why, before it came along, it took more skill than most fellas had to rework even the simple kits. Just about the only customizing possible for the average fan was the switching of standard kit parts. There were mighty few modelers around then who had the courage and skill to change a fender line or add new panels. But that little tube of body putty changed everything! When it hit the field (with a wild cheer from this end of the bench), it gave to the imaginative modeler something equal to the lead filler used by the big car customizers. The day of the "full custom" had finally come!

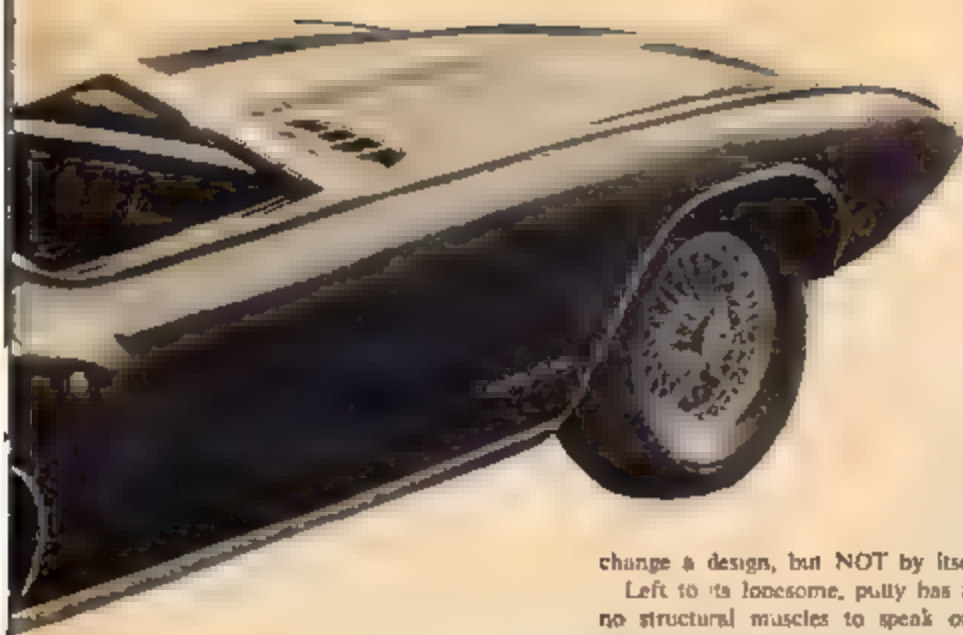
Now, before I get carried away singing its praises, I'd better warn you that — unlike the editors at MCS — body putty can't work miracles. It can't solve all your problems. Unfortunately, some folks just won't see it this way. They carry everything to the outer limits. If you tell them that one vitamin pill is good for them, they take a fistful. Same way with body putty — if a little's good, then a heap of the stuff must be fantastic. Well, it isn't. It wasn't made that way.

All too many hours at the workbench have been dumped down the drain by the "Charlie New-Guys" who tried to squeeze out more work than the tube



The stuff inside that little squeeze tube does for model cars, what lead filler does for the big ones. Like lead, it can fill seams, mold in new panels or build custom contours . . . everything just short of working miracles.





of putty had in it. From its original beginning as a helping hand of sorts, it's become practically the whole show with some modelers (on the other hand, there are also a few fellows around who're too stuck up to touch the stuff). The thing to remember is that putty can

change a design, but NOT by itself.

Left to its lonesome, putty has almost no structural muscles to speak of. Use it to form a thin or sharp edge, and it may start to snap, crackle and pop. Chips too! And if it starts setting up just as you finish mixing on that last coat of the finest paint job the world's ever seen — UGH! A veritable temptation to commit utter mayhem. That's what it is!

About this point in your reading, odds

have it that little black thoughts are clicking in that quick mind of your's. It's easy to tell you what not to do, but how about something a little more constructive. Right? Well, before you write the editor, let's continue.

Whenever you plan to do a custom job (and in my book that's the only way to fly!), there's nothing like a little planning before you take off. Clue yourself in on just what it is you want to do. Much time, effort and temper can be spared if you have a clear (sort of) picture of what the end result will most probably look like. Just hacking away with a little putty here and a little there — with fingers crossed, hoping things come out right — usually ends up with you down at the store buying more putty.

If you can hold a pencil and make marks on a piece of paper, try a sketch or two of some basic design. It's not as hard as you may think. Another method worth trying is to compare a couple of different kits. Just ask yourself what it is about each that you like best. Mentally fit them together; it may look like a monstrosity, but then again, it could come out the greatest thing ever. Remember that with putty by your side, you're the one who decides what part goes where. And don't turn up your nose at the idea of using parts from airplane or boat kits. You may find a lot of goodies to play around with. The main idea is to use putty to blend in different parts — not to make believe there's something there that isn't.

It's a common fault with some builders (not us of course) to try adding



And again like lead, body putty should be used liberally, as it shrinks on drying. But apply it in several thin layers; you'll save trouble in the long run.



When the putty has hardened thoroughly, carefully work the new surface to a semi-smoothness. The same effect is achieved with a vixen file by the big car customizers.

lips, bends or peaks made of nothing but unsupported putty. While I have to admit that this is about the easiest route to go, I have to warn you that the design just won't last. And it takes just a wee bit more effort to work up something with some real muscle. One example is an extended and peaked fender. The right way is to use small scraps of plastic cut to shape. Glue them to the fender in a line that will form the basis of the new contour. Cut the plastic somewhat larger than necessary and add in the putty on all sides to blend the new material into the existing contours. When dry, work up the shape you want. With support from the scrap plastic, the putty will take a lot of punishment.

While putty does shrink as it dries, don't pile it on in massive "butter-ball" layers. A number of thin applications will result in a much better job. And it will dry faster. Still another advantage is that voids or bubbles will be kept to a minimum.

After the putty has been worked into a generally pleasing contour, sand the area with No. 400 wet or dry sandpaper. And don't break your back doing it — putty's not plastic, and it needs tender loving care. When the contours have

been worked smooth, lay on a coat or two of primer. The flat dark color of the primer will show up all the pits and imperfections you missed. And don't feel bad, 'cause you're not alone. Take up the sand paper once more — No. 600 this time — and wet sand the area. The paint will quickly vanish from all the high spots, while staying in the valleys. Just fill in the dark spots, and repeat the sanding and priming. Keep at it until the surface looks like something right from a kit. Don't try to fake it by using several coats of primer. You'd have to be mixed up inside to come this far, only to cheat at the very end.

And if you're thinking of rushing the job, please don't. It should take at least a full day (or two) to do a decent work up. And believe me, a satin smooth finish and well blended contours win a lot of points with people who know model cars. It's the very first thing they notice.

The way to a clean, flawless finish is long and slow. First, sand with tender loving care, and follow up with a coat of primer. Then repeat the process — several times.

The detail items get the once over later. So watch it where — and how — you place that putty.

Now what kind of stuff should you buy? There are enough brand names on the market to keep you wondering for a few hours. The truth is, they're all excellent, and if you closed your eyes and stuck your hand out, you'd be hard put to pick a loser. But if it's names you want, names we've got. Most popular ones going include AMT Body Filler Putty, Testor Body Putty, Rinsed-Mason's Green Stuff, Pactra Body Putty, Duco Lacquer Spot In Glaze and Duratite Surfacing Putty.

And finally, for those guys who are bound to ask what's the best device to use in applying body putty, you just pay your money and you take your choice. A sharpened ice-cream stick or tongue depressor are pretty cheap, and an index finger doesn't cost anything. But for the more sophisticated fan, a small artist's spatula can be found in most art supply stores for 35 or 45¢.

So, there you have it. If you aim to go "full custom," don't settle just for kit-mixing. Put some putty on your plastic, and work in a liberal dose of imagination.



WHAT HAVE YOU GOT WHEN YOU COMBINE A BUICK RIVIERA WITH A WRINKLED UP TUBE OF BODY PUTTY AND SOME SPARE BITS OF PLASTIC? THE CLASSIC CONTOURS OF THE COUGAR III!

The Monogram Seidenschwartz Rolls

BY PIERRE PERRIN



For \$3.00, the Monogram Henley comes with 174 precision molded parts including: operating doors, rumble seat and front wheels, complete 6-cylinder engine, and removable hood.



We went after a different color scheme than that recommended by Monogram; using the Seidenschwartz Rolls as a guide, we painted the white walls black, wheels silver, and body sand beige.

**A great model of
one of the finest cars
ever put together**

THE NAME ROLLS ROYCE has stood for quality motor cars since the very first model rolled out of the factory in the young years of this century. To this day, craftsmen spend countless hours building perfection into each new Rolls. With a rock-bottom price of \$15,000, nothing is left undone in an effort to provide the future owner with "the best car in the world."



Here's our Seidenschwartz version of the Monogram '31 Rolls Royce Phantom II Henley convertible. When first built many moons ago, the original commanded a hearty \$19,000!

Now, I don't have to tell you that \$15,000 is a hearty slice of change. But if you're interested in having a Rolls of your very own, Monogram will swap you a real beauty for an easy-to-handle \$3.00. Introduced as the latest addition to their classic car line, the new '31 Phantom II Henley Convertible is a great model copy of one of the finest Rolls ever put together.

Back in 1931, Brewster & Co. of New York — one of the most notable coach-builders of the time — designed the first Henley with a \$19,000 price tag. While the total number of Henley Convertibles built isn't available to us, we have been able to trace down the fact that only six exist today. One of these last of a great breed is owned by Mr. Arthur Seidenschwartz, a Milwaukee architect. Kept up in magnificent condition, the Seidenschwartz Rolls was one of the cars used by the Monogram engineers to develop their scale version.

The Monogram kit would best be called a "typical Henley," designed to look like the average model as it appeared in the good old days gone by. However, we couldn't help admiring the Seidenschwartz version and decided to retouch our Monogram Henley to match it. The most significant difference we noticed was in the color scheme. We've worked up a revised color chart here for those of you who'd like to go the same route; anything not mentioned should be painted as suggested by Monogram.

You may find it next to impossible to get an authentic finish with "hobby" paints; so check with a good paint supply store. We really recommend you use a spray-on enamel; unless you're mighty careful, a lacquer finish could ruin the body. And even certain enamels will attack the styrene plastic. So, before you hit that spray button, run a test on a

scrap piece first. If the surface starts to crack, you need a can of Sears and Roebuck's "Gray Enamel Primer." A light spray coat of this will protect the plastic from the toughest of solvents in the enamel.

We finished up the remainder of the work with Pactra paints which dry quite evenly without brush marks. The next step is a light rubdown with a mild compound such as Simoniz Cleaner to remove any dust specks and to bring out a fine luster. Topping it all off, of course, is a good wax job.

Two little details we almost overlooked; unlike the Monogram version the Seidenschwartz Rolls has black-rimmed tires and only one outside rear view mirror. After all, it's his Henley, so he should know.

It's too bad they just don't build cars like this anymore. But thanks to Monogram Models and Mr. Seidenschwartz, we can at least have a bit of the old days — even if it is only in 1/24th scale. Now let's see, if Monogram could whip up the Type 57SC Bugatti with body by Guggloff or with an "Atlantic" body

FLAT BLACK — Upholstery, throttle linkage, vacuum tank, ignition wire loom, side walls, and instrument faces.

GLOSS BLACK — Background on the radiator emblem. (The letters should appear as raised chrome.)

FLAT BROWN — Fuse box on firewall, ignition coil, and inside door panels.

SILVER — Stripes down side of body, wheels. (Seidenschwartz version has silver painted wheels, while kit has chrome plated.)

WALNUT — Instrument panel

TAN — Top and boot

SAND BEIGE — Entire body and chassis

Ring-A-Ding Revivals

Renwal Returns To Those Good Old Days Of The Roaring Roadsters

It's not our custom to go around blowing the horn for any particular hobby manufacturer. When, however, somebody comes out with a car style concept so radically different from anything the hobbyist has ever seen before, a concept dramatic in appeal and genuinely exciting — well it's time to lay aside the general rule, explain the product and present a small bouquet to the guys who thought up the idea.

The guys, are, in this instance, Renwal Products Inc. Their idea — taking some of the great old classic cars like the Stutz, the Mercer, the Duesenberg and the Packard, making believe these outfits were still in business and redesigning the cars for use in 1966, using some of the same styling concepts which made the old cars famous.

For several years the boys at Renwal had been looking for a way to get into the field of model cars, an area which has been growing by giant steps. They didn't, however, want to break in with just another Ford or Chevy. Everybody else was making cars like these. Besides, Renwal has a reputation for coming up with the unusual (like the Visible Man and Visible V-8 Engine). It didn't want to be called a "me too" company.

The big break came early in 1964. A Renwal exec saw a picture article in the December, 1963 issue of Esquire. In it, Virgil Exner, Sr. a former Chrysler styling V.P., had projected his updated versions of the Mercer, Stutz, Duesenberg and Packard. The article moved from one Renwal desk to two more. The last desk belonged to Renwal's President. The word went out — let's go! After years of waiting Renwal's decision to enter the model car field took about fifteen minutes!

Now, a year and a half and thousands of research hours later, the 1/25 scale kits, called *Revivals* by Renwal, are on the market.



Renwal's meticulous attention to detail is nowhere more evident than in its 1/25 scale Duesenberg. A magnificent modernization of the '32 Sports Phaeton, this model boasts the same easy look and sleek contours found on original "Duesy."

The first two out are the '66 Mercer and the '66 Stutz.

The '66 Mercer, based on the great Mercer Raceabout of 1911, complete with folding headlights and pared down windshield, is a beauty of a road car. In shelf model form, it goes for \$1.98.

Renwal's '66 Stutz is a worthy successor to the '33 Stutz Super Bearcat. An almost horizontal spare wheel, sliding canopy, high beams in the fender noses and typical Stutz radiator mark this as a real go go car. As a shelf model, it sells for \$1.98.

The '66 Stutz and '66 Mercer also come as slot cars which retail at \$6.95. The hubs and axles are concentric to 1/1000 of an inch and the tires are made from specially formulated rubber and are self centering. Renwal has gone with a rigid all brass chassis, adaptable



Here's how it all started: The copper industry used this eye-catching design on the Mercer-Cobra, to show industrial designers new and improved ways to use copper, brass and bronze in automobiles.



True to classic racer styling, the feeling here is light and fast with no fancy non-essentials. There's no top on this Mercer and the headlights fold away. The windshield has been sliced down to a bare minimum. This kit is also manufactured as a \$6.95 slot racer.



to 1/25 or 1/32 scale. There's a tubular front axle, spring loaded swing arm and newly designed pickup shoe brand assembly. The torpedo bottom flange is mounted at a 15° angle for greater stability.

The next items in the series will be the '66 Duesenberg and '66 Packard.

A magnificent update of the '32 Duesenberg Sports Phaeton, the Duesenberg has headlights which fold up under the noses of clamshell fenders, a new look rear cowl and a second windshield. The Duesy features a beautifully detailed

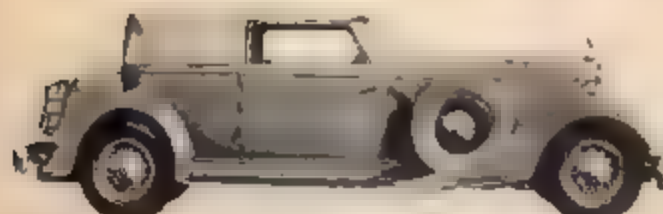
separate trunk, long stacks and a cut-down drivers cockpit. It retails for \$1.98.

The 1963 Packard Twin Six was the inspiration for Renwal's '66 Packard. A canted windshield, unusual greenhouse and full width flush sided body, set styling trends. From its blind quarter to its deep V radiator, and from its squared off trunk to its red Packard hexagons, this \$1.98 retail car is a winner.

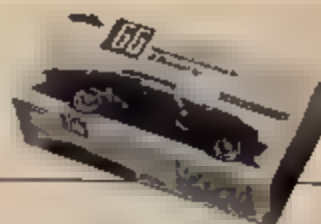
People outside the hobby field have been ga ga over these Exner designs. The Copper Development Association has had a full scale car built based on Exner's

Mercer Duesenberg is going back into production with a four door likeness of Exner's Duesy convertible. The designer? Exner himself. The whole thing is getting out of hand.

What's next? We can't tell you to tune in tomorrow but why don't you drop us a line and let us know what kind of new Revivals by Renwal you'd like to see. Remember, these are cars whose manufacturers are no longer in business. (Otherwise there wouldn't be anything to revive.) Let's see what you come up with.



This modern revival of the great '36 Packard features a canted windshield, unusual greenhouse and full width flush sided body with overlapping coach shape. A deep-V radiator, squared off trunk and the traditional red Packard hexagon on the hubs complete this luxurious show car.



Out of America's "Jazz Age" comes the updated version of the wingin' Stutz. What better one-upmanship could any modeler display than to inform his cronies that he now owns a '66 Stutz? This \$1.98 gem deserves an exclusive spot in any classic collector's showcase.

Set!



ENDURO \$30
Over 13' of track



Layout size 2' x 6'



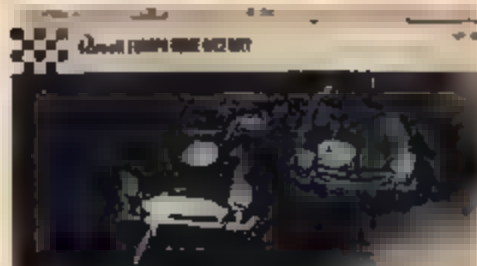
GRAN TURISMO \$40
Over 13' of track



Layout size 2' x 6'

Ready!

Five minutes after you open the box of one of these precision-engineered Revell Home Raceway Sets, you're racing with all of the performance, thrills and skills of a commercial raceway. Snap the track together, plug in the electric power pack and controllers, get set with the completely assembled, high powered cars... and go! There's a lifetime of racing fun ahead of you, because the Revell Raceway is just the start of a complete Revell System—expandable with a whole series of quality interchangeable components and accessories: straight and curve tracks, chicanes, lane changers, cars...any kind of layout is possible, even converting a two lane course to four lanes! And, new special apron sections not only make 1/32 racing more exciting and realistic, but you can race the same big 1/24 GTD's you use on the commercial raceways on the Revell Home Raceway. Send for more information about these Revell Sets—and get ready



EUROPA \$35
Over 27' of track



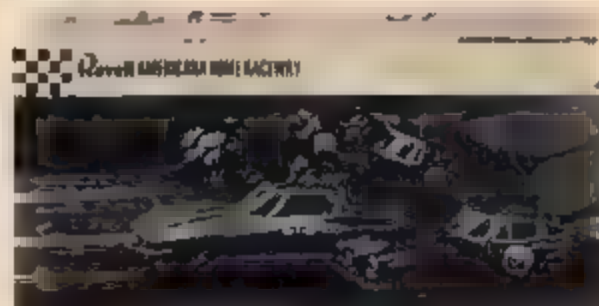
Layout size 4' x 11'



ATLANTA \$80
Over 27' of track



Layout size 2' x 12'



AMERICANA \$100
Over 25' of 4-lane track or over 50' of 2-lane track



Layout size 7' x 17'



for challenging, professional racing on your Home Raceway! Revell, Inc., 4223 Gencoe Ave., Venice, California

See the Revell Home Raceway System in the new Howard Hawks-Paramount release "Red Line 7000"

Go!





MCS: MODEL OF THE MONTH CONTEST



THE WINNER... Wallace A. Pettola, 424 USAF, somewhere in France. Dubbed the "Exalon," his \$25.00 bond winning speedster sports a wood and fiberglass body done up in four coats of burgundy red.

The detail-packed interior is decked out with black leather bucket seats, dash, console, headliner and door panels. And the shift knob even has a gear pattern!

Built from scrap materials, the car features tires made from rubber casters, with flared aluminum tubing fashioned into wheel rims. 1/32 inch aluminum was used for window trim and accessories.





Finished in Metallic Blue, with Indian Turquoise interior, this sleek-lined '57 Ford Fairlane comes from Jack Jandreau of Thornton, Colorado. Detailing includes workable steering, fully wired engine and swivel seats.



Nothin' wild about this AMT '32 Ford coupe from Harry Auffinger of Lyndhurst, N.J. But it took a heap of TLC in the building! Expert touches include molded fenders and running boards, and hinged doors.



Jim Walter of Fair Lawn, N.J., mixed a number of kits, including AMT's Avanti and '64 El Camino, to create his "Pegasus" pickup. The rear deck is spruced up with wood grained contact tape, and ready for some fancy haulin'.





*Designed for a 21st century d
strip, this asymmetrical '25 Ford roadster
from Rich Rudy of Washington,
D.C., sports offcenter headlights and
fully wired Chrysler engine. Single
bucket seat is done up in white
corduroy.*

*A confirmed kit-mixer, Sheldon
Cousins of Toledo, Ohio, has been top
man in a number of M.C.S. contests
with his wild custom buggies. Here he's
combined Mustang, Barracuda,
Corvette and Falcon parts to personalise
his Ranchero pickup.*

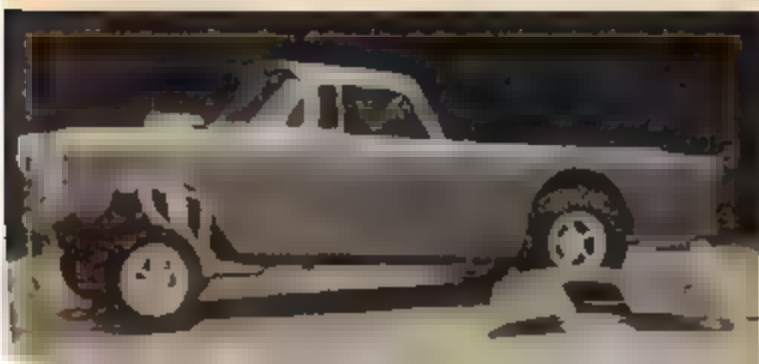


*Here's another Cousin's cruiser, this
time featuring some asymmetrical styling
that will pucker an eyelid or two.
With a '62 Bonnevillite as a base, he
added a Cobra fastback, Corvette
windshield, and a little something
from a stack of different kits.*



*This custom truck from Paul Herfel of Hicksville, N.Y.,
came from the kit as an AMT '55 Chevy. Wild restyling
includes exhaust collectors from the Revell '41 Willys, front
suspension from the Alfa Kart, and rear deck from scrap plastic.*

*All set for some drag-shaggin' comes this Monogram Suzster
from Bob London of Fair Lawn, N.J. The engine is a
fully detailed Chrysler with a Ford scoop. Bob hinged the
canopy and added leather upholstery to the bucket seat.*





22 different kits, 11 coats of Frosted Metalflake Graze, and 72 hours of work built this '27 "T" from Steve Roth of Lyndhurst, Ohio. Dubbed the "Landy Angel," it features a hand-made frame and evebuggin' detail.

Ed Raum of Renton, Wash., turned out this classic example of clean customizing. His '57 Ford Hardtop has been lowered; the bumpers stripped; and the headlights canted and tunneled. The finish is a blend of several shades of Pearl.



Boss is the word for this sharp reworking of the ever popular '57 T-Bird by Bruce Vincellette of Adams, Mass. The added fast back sure updates the early bird! Finish is AMT Orchid Silk with matching white corduroy interior.



Done up in Pactra Metallic Blue over Silver, this '56 Ford pickup from Bob Nordberg of Stromsburg, Nebr., sports such custom goodies as bucket seats, center console, chopped top and chrome exhaust stacks.



Chuck Friedman of Seattle, Wash., worked up this stock and nicely detailed '64 T-Bird. The colors ought to halt some traffic, with a brilliant red body finish offsetting a green and pink interior.

HOW
DO
YA
WIN
THIS
THING??



EASY, FELLA Just shoot us a gossy, black-n white photo of the bossiest buggy in your stable. No color shots, please. AND NO KITS. If your car puckers a few eye lids around here, we'll send you a \$25.00 U.S. SAVINGS BOND. How 'bout dat?

SEND A PHOTO OF YOUR LITTLE WINNER TODAY TO:



MODEL CAR SCIENCE

CONTEST EDITOR

171 So. Barrington Place
Los Angeles 49, California

Send as many photos and entries as you want. And here's an inside hint . . . keep the background plain and simple. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We can't return any photos submitted.

SLOT RACER'S

Work Shop

NEW IDEAS IN RACING MODIFICATIONS

Inexpensive Lap Counter

By GEORGE G. SIPOSS

In any slot car race, it is most important to count the completed laps very accurately. Some home built courses do not have a counter and the drivers have to call out the laps as they pass the finish line every time. Here is a simple and inexpensive solution simply buy a manual tally counter for 99 cents. This is a counter that housewives use to add up the price on their purchases in the supermarket. Simply push the "cents" button every time your car completes a lap. The counter will automatically advance the decimals as well up to 999. If you have marshals on every turn, they can count the laps too. Each marshal should only be made responsible for one car though.

Wire Stripper

Most electric motors come equipped with insulated wire leads which are too long. When the wire is cut to the proper length you are stuck with taking the insulation off . . . without cutting any of the wire strands. Here is a simple method to strip the insulation: take the alligator clip of your hand control and insert the wire between the teeth. Press the jaws together and pull out the wire. You'll find that the insulation has been stripped off neat and clean. If the jaws overlap, you might have to practice a little bit to find the correct pressure to close them without cutting into the bare wire.



TABLE TOP RACING SECTION



PHOTO CONTEST

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

THIS MONTH'S
PHOTO CONTEST
WINNER IS

Gerald D. Rife
4423 Rosebud
La Mesa, Calif

STOCKER

--DAYTONA STYLE!



Have the "Little" cars
got your brain in a
knot? Well, unwind with
"Big Mother Honker"

By DICK HELM

Have you ever felt that irrepressible itch to build something out of the ordinary? The Ferraris and Ford GTs are great fun, but a fellow can get in a rut, you know!

"Big Mother Honker" roared into my tired young brain late one evening after I'd spent several hours building a one-and-a-half liter 1/32 scale GP car. If you've ever built one, you know how small they are. Great car, but tiny and intricate. A guy can get dragged off to the twilight zone if he labors too long over those little buggers.

So there I was, eyes swollen and weary, a work bench loaded with equipment, and this idea for the "Big Mother" racing around inside. I couldn't fight it! I sat there, looking at my super-detailed, iddy biddy GP car and thought, "How about somethin' just big, fast and brawny? Detailed on the outside maybe, but inside just functional, and nothin' but"



My warped brain really started to do some fast clicking. Yeah! Something BIG! And HAIRY! Something that would give Ray Hoy and those "liddle" car fans the cold shakes! Something to defend yourself with at the commercial tracks. You know what it's like to race in those places, don't you? You just get rolling nicely, when some freckle-faced kid spins in front of you and wipes you out. "Big Mother" will take care of those little details. Spin against her and the kid's car will bounce off like a used gum drop!

"Big Mother" went together like a born "kit" car. Nothing to it. I used a Revell

1/24 scale chassis (part number R3310 — \$2.00) as the basis for this rapid racer. The stamped crown gear was replaced with a set of 4.1 brass bevels, using set-screws. For a pickup, I preferred the one from Cox, mainly because I liked the positive and easy positioning that it allows. It also sports exceptionally fine pickup brushes, pre-punched for easy installation.

The motor is a zinger! Western Hobbies, Inc., P.O. Box 49978, Los Angeles 49, Calif., has introduced a rip-snorting 600-type motor that's rewound down to five and a half volts, fully epoxied and

MODEL CAR SCIENCE

baked, balanced and tested, for \$8.95. For that kind of money, I'm not going to waste my time doing it myself. And it MOVES! Nothing was too good for "Big Mother," so in went the little screamer.

Now for the wheels. What could be more fitting than the beautiful 1.5 inch super-detailed stock car wheels by Ulrich? Nice, huh?

And a big mover like this late model stocker requires lots of rubber on the

road. Unique's new line of soft sponge slicks worked great for the rear wheels, and their treaded front tires left nothing to be desired in the cornering department. All tires were glued to the rims with Goodyear "Plio-Bond" rubber cement and sanded true with a Moto-Tool. For axles, I kept the ones from Revell.

Now as a determined fan of precision ball bearings, I replaced the oilite rear bearings with 1/8 inch bore SKF units. And not being happy with a smooth ride just in the rear, I bored out the front axle holes to 1/4 inch and inserted 1/8 inch SKF bearings there too. A spot of Klenk's epoxy on the flange of each bearing kept things in their proper place.

That took care of the chassis. But, what about a body? Here I departed momentarily from the true-blue "scale trail" and chose a 1/25 scale AMT Ford Galaxie 500XL, simply because it looked like a natural! This great \$1.00 kit can be built three different ways, including the stock car version. And AMT's decal sheet for the stocker is a work of art in itself.

Actually, just the basic parts were used from the AMT kit. The hood and

It takes big rubber for Big Mother! Beautiful Ulrich stock car wheels take the big rolling wear from Unique Engineering.

Here are the goodies necessary to put a fast chassis under "Big Mother Honker." Everything bolts together with no modifications!



Tap the Revell chassis' axle holes out to 1/4". The Speedial accessory, available through Dremel Mfg. Co., slows the drill down to a walk!



Mix up a little Klenk's epoxy glue, in equal parts. Use a toothpick and place a small amount on the flange of each SKF bearing.



Place each bearing into the new-size axle hole, very carefully. Don't let any epoxy run into any of the moving parts.



The Revell frame looks a bit more business like, wouldn't you say? If you can't afford ball bearings, drop 1/8" oilite bearings in place.

"Lil Hauler." This is the SP-600 type Western Hobbies motor. It comes fully balanced and rewound down to 5 1/2 volts. The armature is epoxied and polished. It makes Big Mother go-o-o-o!



trunk lid were glued solidly in place. Then the whole thing was gone over to remove excess "flashing" from the molding process. Next, the car was "sanded" with kitchen cleanser and warm water. This roughs up the surface of the plastic nicely, and it takes paint beautifully.

I musted on a coat of Testor's Competition Orange spray paint, let it dry, and added several coats of thin spray, letting each coat dry between applications.

As for decals, you can really use your imagination (at least, I did). Unlike the little cars, there's no such thing as over-decorating a stocker! They're big

bruisers to start with, and the owners sell space to advertisers until the monsters look like rolling billboards.

After the decals were applied, the car was gone over with Testor's Chip Guard. This protects the finish and decals from a lot of wear and tear. The windshield was then glued in, and the front and rear bumpers glued in place. Head- and tail-light shields were glued in place and painted black.

The Revell chassis has a wide range of adjustment and fitted the big body easily. After the wheelbase and proper tread were determined, wood blocks were

cut and glued in place between the body shell and the chassis body mounts. A screw at each end of the chassis secured the body in place.

And there she be, in all her hulking glory! "Big Mother Honker!" She's a wild, roaring chunk of sheer power. And for those that might want some detailing on the inside, there's plenty of room for a driver, roll bar and what not. But as is, she looks good, rides like a born champ and can defend herself against all comers! And, what do you know about that — my eyes don't water any more!



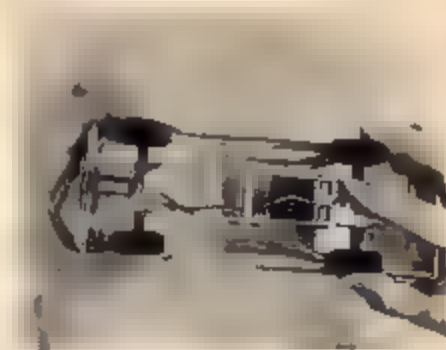
After you drop the motor in place, slip the Cox pickup in position and secure it. As you can see, there's nothing complicated about building this big stocker.



Glue the hood and trunk lids permanently in place. Rub the shell down with kitchen cleanser, after removing excess "flashing." Spray with Testor's Roth Custom Competition Orange.



Cut the excellent AMT decals from the decal sheet using an X-Acto knife. A little time here is well worth the effort. Place decals where shown on the AMT instruction sheet.



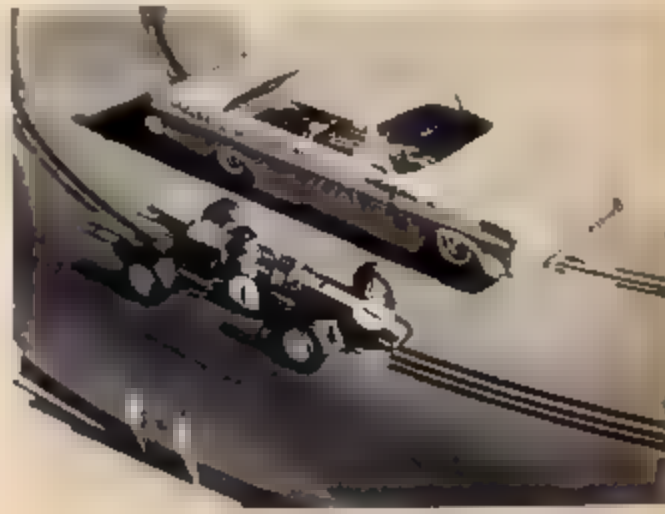
Find the correct wheelbase for the chassis. Tighten the chassis nuts, using locilite. Of course, you've already glued the tires to the rim, and sanded them, correct?



Determines what height the wood body mounting blocks should be and glue to the body shell. After the glue dries, screw the frame to the block of wood.



Finish the car by gluing the taillight protectors and headlight shields in place. And here's Big Mother! Ornery looking critter, wouldn't you say?



Compare Big Mother Honker to a 1 1/2" liter, 1/32 scale GP car. Makes you shiver doesn't it! Two different worlds!

ATLAS ARRIVES ON THE 1/32 SCALE SCENE

By Raymond Hoy

New entrants in the highly competitive 1/32nd scale slot racing field usually face quite an uphill battle against those cars produced by old established companies.

Here's a beautiful brace of brand new cars that should have smooth sailing from the drop of the first checkered flag. Atlas Tool Company, Inc., maker of the famous HO line of slot cars, has just released a Ford GT Le Mans coupe, and a Porsche Carrera GTS coupe, both in 1/32 scale kit form.

The general packaging is impressive. A wealth of information about the real cars is on the exterior of the packing box. Upon opening the box, the first thing that caught my eye was a beautiful set of brass bevel gears, complete with an Allen setscrew wrench, nestled snugly under the blister packed plastic bubble. Most kits have stamped metal gears, and the use of the mechanically superior bevels is most welcomed.

Each kit sells for \$6.98. They are very complete, with decals, wrenches (an Allen setscrew and a 4-40) and even a tube of grease!

The instruction sheet is very thorough and easy to understand. Evidently a great deal of thought has gone into this project, and it shows in small things here and there throughout assembly of the car. The plastic spacers for instance are clearly marked. If the instruction sheet calls for a No. 6 spacer, you can pick it out on the plastic "tree" immediately.

There are bronze bearings all the way around, and they are keyed so they can only be inserted in the chassis in one position. This keeps them from turning.

Even the shank of the guide shoe has

The swing away body mount. Crucial pit stops in endurance races should be faced with a little less apprehension now!

Both cars show an over-abundance of chrome, but the detailing is good. Two new Grand Prix cars are scheduled for release soon.

a bronze bearing! This highly unusual feature lets the guide shoe swivel freely, with a minimum of friction.

In an age of little square Mabucha, I was pleasantly surprised to discover an 8 volt, flat in-line motor, very similar to a Pittman DC196A. It puts out a nice howl on a test stand, and really hauls on the track. Although I have not yet tested competition with this car, I am looking forward to it with anticipation.

While we are on the subject of bodies, the Atlas people have come up with a great little feature on these new cars. The body swings away by merely re-

moving the front mounting screw. No need to remove all the hardware, as in most cars. A feature like this is worth its weight in gold in a fast pit stop!

All in all, I have nothing but raves for Atlas' new cars. Aside from the minor point of too much chrome (you can always paint it) they are very good. And get this. The rumor mill says that a Formula One Ferrari and a Brabham are on the way!

Now that everyone has had a whack at the Ford GT and the Porsche 904, PLEASE someone, how about an injection molded CHAPARRAL?



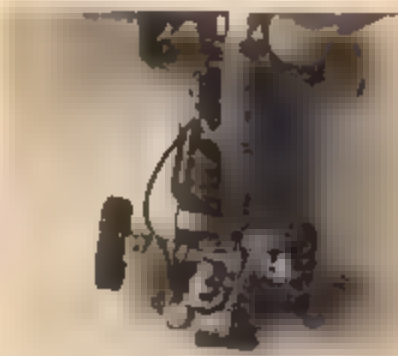
A welcome, and unusual sight in a production kit is this beautiful set of bevel brass gears, complete with Allen setscrew wrench.



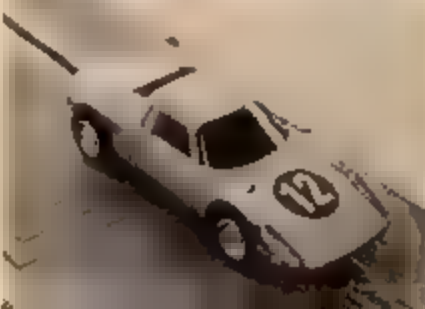
The 8 volt in-line motor. It appears quite similar to the Pittman DC196A. Performance should be quite good.



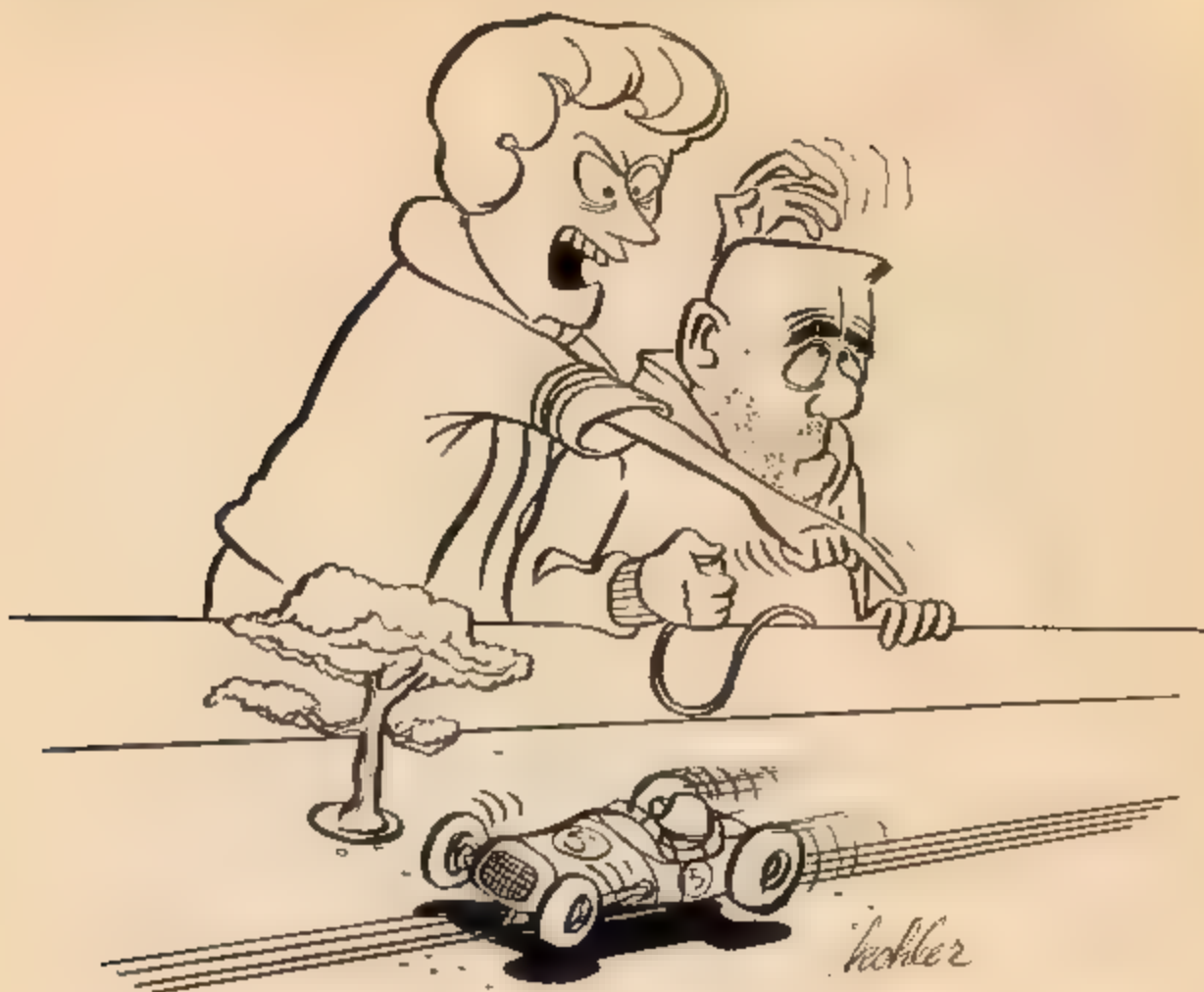
Even the shank of the guide shoe rides in a bearing! The guide swivels freely, and should wear indefinitely.



Bronze bearings are found front and rear. The car should certainly get a smooth ride. Every moving part on the car turns in a bearing!



OUT OF CONTROL

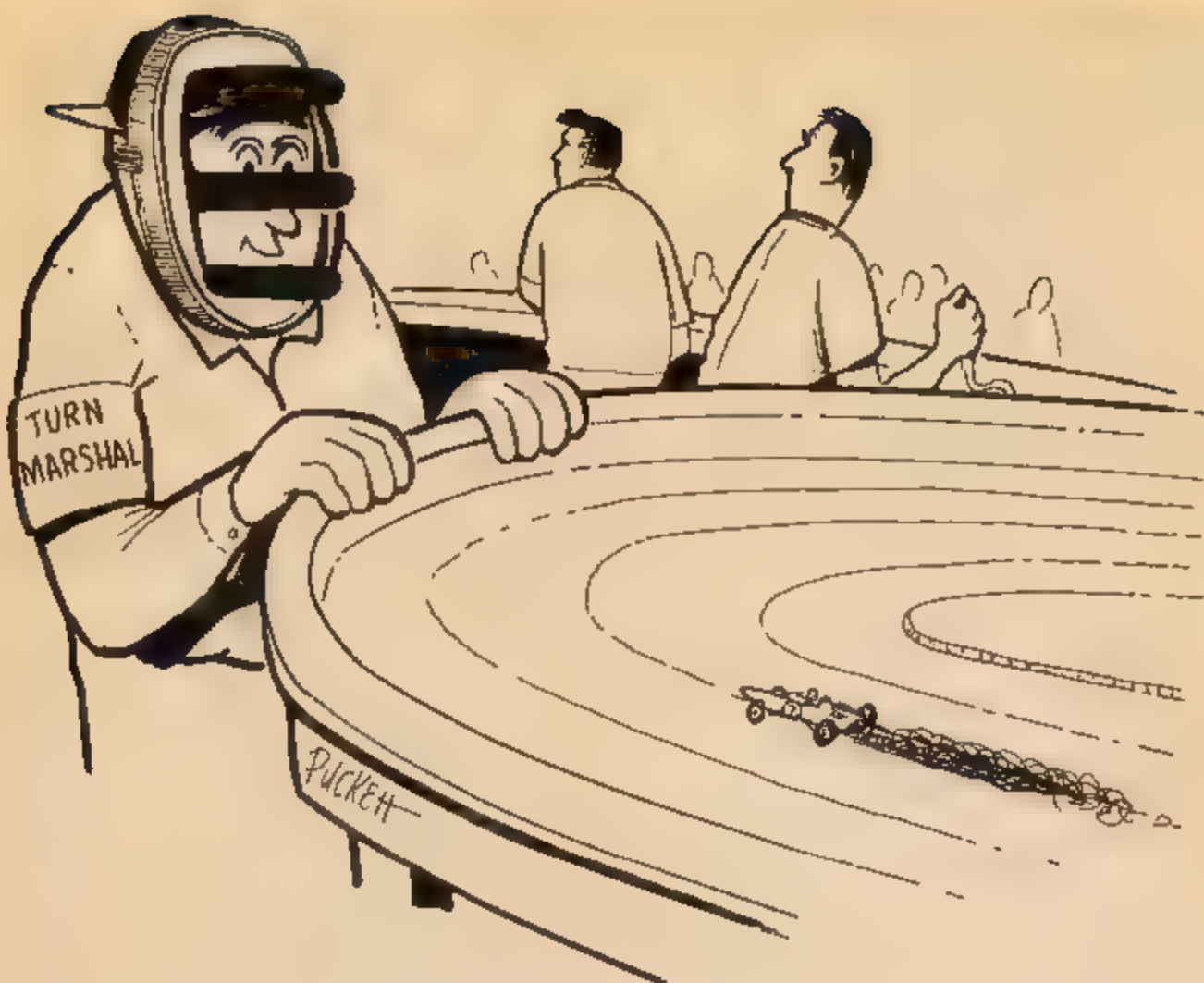


'Watch the turn WATCH THE TURN! You're going too fast! SLOW DOWN HARVEY Now look out for that



"WE DON'T HAVE FOUR HUNDRED AND FORTY VOLTS
AND YOU COULDN'T RUN THAT THING HERE IF WE DID!"

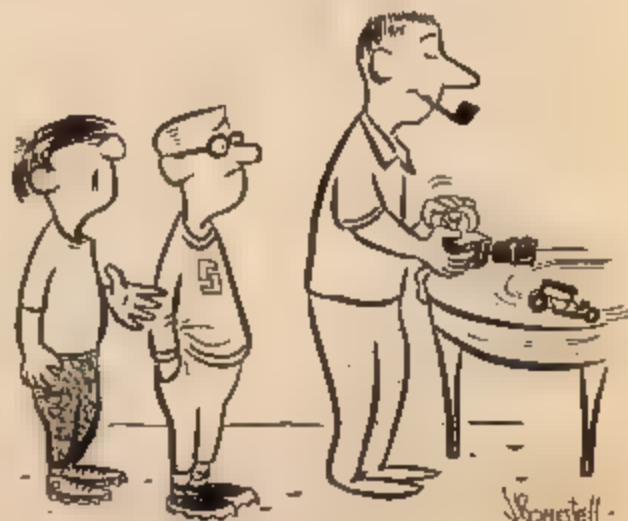




A LIGHTER LOOK AT THE WACKY WORLD OF SLOT RACING



OKAY K'D GET A MOTOR IN T OR GET OUT



IT WAS THE SAME SCENE WHEN I GOT MY
LECTRIC TRAIN FOR CHRISTMAS ."

MONOGRAM'S *Magnificent Micro-Mites*

THE CLOSEST THING TO PERFECTION IN 1/32 SCALE

By Raymond E. Hoy

They've gone and done it again! The Wizards of Morton Grove have just scooped the industry with the first 1/32 scale Grand Prix cars on the market! And they're magnificent!

The 1/32 GP cars, a Lotus 33 and a Ferrari type 158, feature great detailing and lots of GO! The latter comes from the tiny Tiger X-88 motor (the smallest of the Mabuchi movers)

The kit almost "falls" together by itself! It's absolutely the easiest car to build that I have ever seen. Monogram has gone to great pains to give the enthusiast the very best in a slot racing

kit. They've even supplied the builder with a small tube of glue! (See Siposs, I told you they'd take your advice!)

The car shows the results of years of experience on the part of its creators. Little things like keyed bearings to assure dead accurate positioning, a super-detailed instruction sheet that a half-grown chimp could follow, parts that fit PERFECTLY, with no alterations, and loads of little tips to help the builder produce the closest thing to simple perfection.

If your first thought, after seeing all the fragile looking suspension struts on these little GP cars, was "one roll-over and that's all she wrote," think again! The chromed suspension members are

NOT made of plastic they're nylon -- and TOUGH!

A Concours-minded fan can have a ball detailing these two gorgeous cars. A steady hand and a size 00 or 000 brush, and you've found something to do for a few hours!

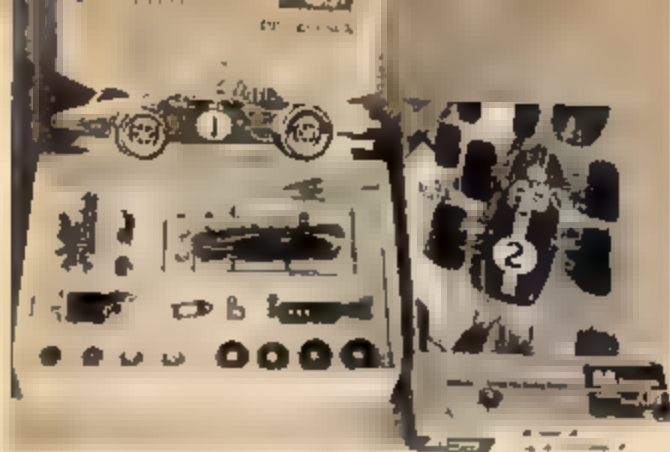
Needless to say, these Monogram cars are "spot-on" in scale measurements. The instruction sheet also gives you a full size drawing to compare your chassis against, so your finished car ends up accurate to scale.

These tiny GP cars not only look fast, they are fast, as the Monogram invitational race at the Morton Grove, Illinois factory, proved. The race was covered in detail by MC&T's midwest correspondent, Pierre Perrin, in a recent issue of that magazine.

Despite the miniature size you can do

Apply the excellent decals as shown in Monogram's super-detailed instruction sheet. Looks like Scotland's own J. Clark at the wheel doesn't it?





Even Monogram's packaging is magnificent! How can a true enthusiast resist buying something like this?



Fifteen minutes after the box is opened, the chassis looks like this! Construction is so easy the car nearly "falls" together.



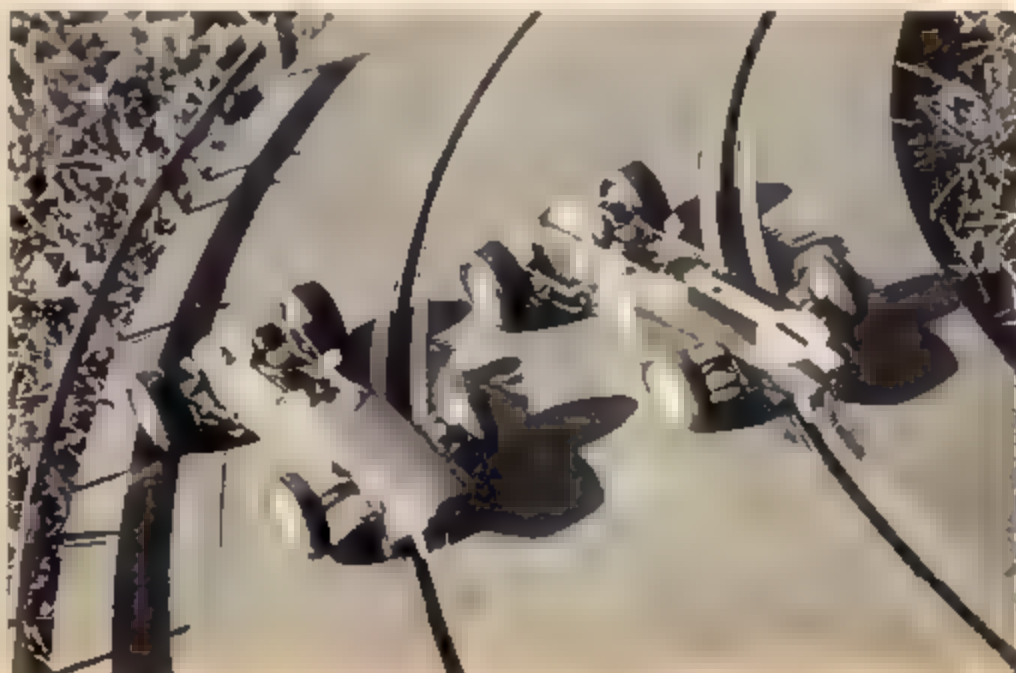
There's practically no excess flashing to remove, so just "sand" the shell with a mild cleanser. When dry, spray with Testor's Outlaw Green candy enamel. Result — British Racing Green!



Use a fine point brush and a good grade of enamel such as Testor's PL-4. Let's spend some time here! Detail these gorgeous body shells with tender loving care.

everything to these cars that you can do to a larger car. You can rest assured that there is a lot of midnight oil being burned throughout the land while enthusiasts spend hours modifying these tiny brutes! Rewound armatures, ball bearings, etc., there's no limit to what you can do!

Let's hope Monogram has started something here! Wouldn't you just love to see a full field of 1/32 GP cars, waiting for the flag to drop! All we need now are a few Brabhams, Coopers, and BRMs. And a-w-a-a-a-y we'd go!



Neck and neck into the first corner! The Monogram Lotus and Ferrari GP cars are top-notch racing machinery; besides being beautiful!

BUILD THE MG SPORTS-SEDAN.

Are you interested in an easy-to-build, different kind of car — with gobs of performance potential? Then —

Just this side of the Continent, in the land of Big Ben and the Beatles, car designers have always been conscientious about building cars of reasonable size. Streets are narrow and winding and gasoline is expensive. These two reasons would alone compel a designer to build his car small. Customers are not so reasonable though and market research indicated that while Britons wanted small cars they did not want them at the expense of restricting the internal size of the car.

Confronted with such a problem what does a car engineer do? He measures the size of average people and projecting them in a sitting position, he surrounds these "passengers" with seats, roof, trunk and wheels. An engine goes up front of course and now the squeeze begins. Push the trunk towards the engine to shorten rear overhang, and push the engine backward to reduce overall length. Eventually a point is reached where the engine is between the driver and the passenger and the situation is hopeless or is it?

Alex Issigonis, an ingenious automobile engineer with the British Motor Corporation, was one day confronted with this "space" problem. Just as the situation seemed hopeless he hit upon an idea which was to create a minor revolution in conventional car design. He turned the engine sideways and found that he could further push it backwards to lessen the length of the car. Eliminating the rear end differential and the drive shaft, further internal space saving resulted. What to do with a crossways front engine? Why, design a transmission for it and drive the front wheels of course. The rest is history. The famed Mini-Minors, Mini-Coopers and their hopped up versions brought fame to their creator by their fantastic performance, internal passenger comfort and overall small bulk.

As the years went by, BMC directors asked for a more luxurious version of the Mini-Minor. Alex Issigonis countered with a scaled-up version of the original "Mini" and added to it a devilishly simple suspension system. It utilizes hydraulic principles. The "hydraulastic" suspension is a revolutionary engineering feature using a water-based antifreeze damping fluid which applies the dynamic, road-generated, forces to rubber cone spring units. The liquid provides the necessary damping medium to the suspension, eliminating conventional shock absorbers, and the fluid is used to interconnect (by tubing) the front and rear suspension units on the same side of the car. In addition, the car also sports four-wheel independent suspension and separate pitch and roll control bars.

This type of car is excellent for transporting four people in maximum comfort over rough roads. To dramatically demonstrate its capabilities, BMC entered "Mini's" in international rallies in Europe, and on this continent. Last year, a Mini Minor, driven by a flying Finn (Timo Makinen) won the famous Monte Carlo Rallye.

While only a driver and copilot occupy the car during a rally, the equipment they carry is bulky. Spare parts, tires, ropes, winches, etc., can all be swallowed up by the spacious interior of a Mini. The rally cars usually carry a half a dozen (or more) headlights to illuminate the road ahead of the fast cars.

By George Siposs

during those difficult, snow covered Alpine sections at night.

Never having seen a typical rally type car on slot tracks, we decided to build one. Much to our relief, a very excellent 1/32 scale replica of the MG 1100 is available for a mere 50 cents from Airfix. The body is finished with excellent detail and can be put together in a few minutes because there are no body panels to be cemented together. Simply discard the chassis and running gear components since we are going to convert the car to slot racing. Cement the windows in, use the hubcaps for simulated spotlights at the front and on the roof, and apply some racing decals. We also put a black cardboard platform on the inside



This is all we need to get started; an Airfix slot-model kit of the MG Saloon, a Monogram motor and chassis parts, an X-Acto knife, tweezers and a small screwdriver. An hour's spare time will complete the rundown list.

with a Monogram driver cemented to it. Paint the driver carefully since the windows are large and this will add more realism to the car. The hubcaps are easy to cement to the car provided of course that you carefully scrape away the chrome plating at the spots where cement will be applied.

Now we are ready to tackle the running gear. For a fast nifty car one needs a reliable and stable chassis with a good motor. Monogram's chassis kit No. SR 1603 was used with the Tiger X-100 motor. To further increase performance we slipped two SKF #200 bearings in place of the oilite bushings in the rear and added a MDC 32-tooth hypoid gear. The chassis was bent up just behind the

motor to allow the rear axle to come above the motor axle thus lowering the center of gravity substantially. The result is spectacular to say the least. But first things first.

The body was mounted on with pins-into-brass-tubes soldered onto the chassis at suitable points. We could have used other mounting methods as well, such as an Ulrich body mount or threaded brass bushing-mount. The choice is up to the builder and his scrap box.

While the chassis was being assembled the motor was run at six volts to seat the brushes without lugging a load. By the time the chassis was completed the motor ran noticeably smoother and faster. After final touches, a few drops of

oil and we were away!

The car is extremely smooth and docile. It is not top heavy, despite the boxy appearance of its body. Remember the chassis, axle and plastic wheel parts were not used at all and the body shell alone is quite light. Working headlights can be mounted in the front fender to enhance the final effect. We also added a spare tire on the top of the car since one of the pictures in a sports car magazine published an action shot of such a version. The window on the driver side is cut horizontally so that it appears to be partly lowered. For an extra touch, especially if you want to win the Concours D'Elegance, add a co-pilot beside the driver on the inside.



Here's what remains after we have eliminated the unnecessary shelf-model chassis parts from the car kit. We've assembled the chassis per instructions.



Last step before mounting body is connecting the motor leads. Motor was "run in" at six volts while other chassis parts were being assembled.



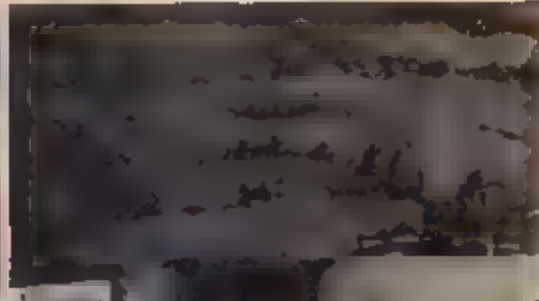
Back on course and gliding smoothly around a left hander, the mighty mite charges ahead of the pack to assume its deserved lead in the rally.



Little is needed to prepare the body since it is essentially a one-piece unit. However, we must cement the dashboard in place, as shown here.



Booming through a turn on its maiden voyage, the mighty MG shows its heels to other rally cars in its class; an Alfa and an MG-4.



A Porsche and a Lola race the MG to the finish line, but our little hero takes the honors. Why not build one of your own?

Scrap bits of 1/16-inch diameter brass tubing is soldered to the frame to accept the pins which retain the body securely in place.



Epoxy is being applied to the flanges of the ball bearings. Hypoid gear lowers c.g. by placing the motor shaft below the rear axle.



On a "snow covered" mountain road, the MG loses traction and crunches harmlessly into a bank. Crew rushes to extricate the little charger.

WHAT'S HOppening to H.O.?

MANY SLOT
RACERS ARE
OVERLOOKING
THE SMALLEST
SCALE

The fans of HO scale slot racing are a fiercely loyal and dedicated group. No doubt about it. Sure, the 1/32 and 1/24 scale boosters can get kind of worked up — even a little wild at times — about who's got the best thing going. But, for real patriotic fever (and that's just about what it is), there's NOTHING like an HO'er with his dander up!

Now, while it's not easy to put into words just what the special something is that brings out such unflinching faith, we're certainly all for it. Maybe it's the fascination of cramming so much violent action into such a tiny space. In any case, it sure makes for a steady stream (or flood) of letters-to-the-editor. And that's nice (it's such a warm feeling to know

that folks on the outside really care enough to write)! Some HO folks, however, have lately taken up pen and paper to forward a complaint or two. For reasons that remain a mystery, with the dear old editors down at MCS, the word around the slot scene is that HO racing has been taking gas recently: that HO isn't long for this world! Well, it just ain't so. And HO'ers are HO-pping mad.

Sure, maybe we don't see so many HO scale tracks around the neighborhood (commercial ones anyway). And maybe all the noise in the pews, nowadays, concerns the larger scale speedsters. Okay. But, if you think HO is on the way out, don't hold your breath waiting. There's a lot of life left in those diminutive dyna-

If there's one thing the HO-ers have, it's scenery — literally miles of it! Whatever they want, some dealer's got.

mos! Who says? Well Bubi, just ask the folks who're in the business of building slot cars. If the little HO numbers were not selling, they wouldn't be building and building is just what they're doing. And if you still have some doubts, just you take a look at the mountain of goodies that's on the market. Here's what's HO-pping to HO.

Aurora is just about the largest slot car builder in the business, with a lineup that puts Detroit to shame. How are they



HERE NOW



THE SIZZLING '66 MODEL KITS FROM AMT!

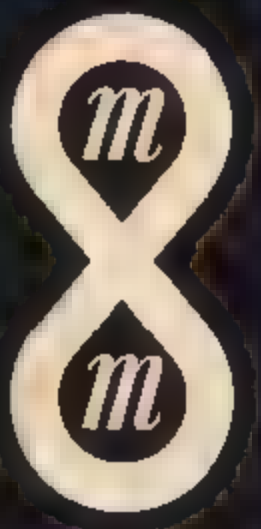
Newer than new from AMT! What do they look like? Find out... rush to your model dealer to see AMT's exclusive, authentic 1/25th scale kits of the

- 1966 T-Bird Convertible
- 1966 Corvette Hardtop Fastback
- 1966 Galaxie Convertible
- 1966 Buick Wildcat Hardtop
- 1966 Mustang Hardtop/Convertible

Build 'em authentic, the AMT way, at the same time new cars are in dealers' showrooms! All these '66's zippers have AMT's famous features like multi-version customizing options... "chrome" and "cast-metal" goodies... and much, much more!

'66 AMT kits are hot and here... at your favorite department or hobby store. \$1.50 and \$2.00 a kit. The newest in 1966's? AMT's got 'em... naturally!

Every part fits in AMT kits. AMT CORPORATION • BOX 55 • TROY, MICHIGAN



MILA MIGLIA

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NEW! EXTRA SMALL RUBBER FRONT TIRES PRE-MOUNTED ON MAGNESIUM WHEELS!



MATCH YOUR MILA MIGLIA CHEATER SLICKS with 1/24 Scale 13" and 15" motorcycle tread tires pre-mounted on magnesium wheels precision machined to a concentricity of .001 or better. Perfectly balanced and hand polished. Choice of four wheel configurations. Tires and hubs available separately; pre-mounted sets from \$1.29 per pair.

NEW! MILA MIGLIA TIRE IRON

Changes tires in seconds! Fits all 5-40 thread or 1/2" I.D. hubs, works with all tires. Assures firm, accurate seating of tire to wheel. Tires can be mounted with or without glue. List 79¢ each.

LOOK FOR the Mila Miglia pre-assembled car... a ready-to-race GT designed to win right out of the box.



aj's

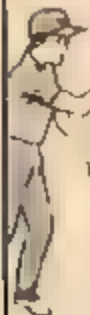
NATIONAL RACEWAYS



and SIL-I-KONE

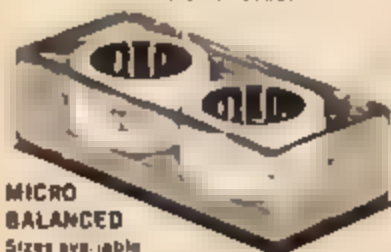
Championship Slicks

...straight from Indianapolis
THE RACING CENTER OF THE WORLD



At a National Raceways, precision wheels and slicks are heavier. The kind needed for power full cars that need weight in the rear axle area. They run about twice as fast. That's why a National Raceways precision wheels and slicks have outlasted all others on the racing circuit. Buy them now and be a winner.

- ★ Tires Bonded to Wheels
- ★ They're Faster
- ★ More Traction
- ★ Runs Smooth & True
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**MICRO
BALANCED**
Sizes available

TK712SS 1 1/4"
TK702 1 1/2"
TK812SS 1 3/4"
TK802 1 1/4"

\$3.00

PER PAIR



SIL-I-KONE

Sizes available

TK600	3/4"	\$1.75	PER PAIR
TK601	1"	\$1.80	PER PAIR
TK602	1 1/4"	\$2.00	PER PAIR
TK612SS	1 1/4"	\$2.00	PER PAIR

available at your dealer or write to

TWINN-K INC.

P.O. Box 200
Indianapolis, Ind. 46201

on HO? Well, get this, 26 DIFFERENT models, ranging from a Ford Galaxie hardtop, to a Mack Dump Truck. Price: just \$2.98 each.

How about accessories? Whether it's a two-lane electric lap counter (\$9.95) or simple, useful items like trestle posts for use in elevated tracks, Aurora's got them. Four great complete racing sets are also offered. Two, two-lane sets, priced at \$19.95 and \$24.95, are available, while two, four-laners are offered for \$39.95 each.

Two hand controllers carry the Aurora label. The first sports a steering wheel arrangement, plus reversing and brakes, for \$3.49. The second is a plunger control, which is probably more familiar to the followers of the larger scale cars. It retails for \$2.49.

Scenery? Yes, man! Aurora makes an excellently detailed judges' stand for just 98¢, a grand stand and a dual pit stop for \$1.98 each. Curved bleachers complete the scene for \$1.49. And these are just a few of the goodies from the prolific people at Aurora. The competition is pretty keen, however, so they probably won't be resting on their laurels. Not when there's competition like...

ATLAS

Here's a line of equipment that really gives the buyer his money's worth. Atlas offers a really huge selection of racing equipment, at darn attractive prices.

Ten, ready-to-run cars form the first line of defense for Atlas. Their most popular pair of "Go-cars" seem to be the Porsche and Ford Lola GTO's. A "custom" series of cars (Allard Le Mans, Mercedes 300SL, Ferrari Lancia F-1 and Indianapolis racer) is also offered, at \$3.50 per. The other cars retail for \$2.98 each.

Atlas makes a full stock of trackside equipment such as first aid stations, bleachers, hay bales, etc. They also offer a complete "Grand Prix" accessory set for \$5.95. Their HO hand controller sells for \$2.98, power-pack for \$5.98 and a hot "soup-up" kit for \$1.00.

And don't overlook the massive array of HO model railroad scenery that Atlas has been turning out for years. The shrewd racing fan can find a flock of uses for some of this stuff. Look them over: a Coca Cola stand for 98¢, a beautiful Shell gas station for \$1.49, or a rural barn for \$1.29. And this is just the beginning.

You'd think with all this firepower, the Atlas folks could afford to coast for awhile. They won't though, because they

know they've got to defend their position against teams like that at

TYCO

And talk about tough competition! The little Tyco terrors are a threat on anybody's race track. Their lineup of \$2.98 cars reads like a "who's who" of racing: Ferrari Testa Rossa, Lotus MK XXV and '65 Stingray convertible are just a few. Complete race sets? Five beautiful ones are offered priced from \$15.98 to \$34.98. And, of course, there's a wide variety of trackside accessories. They even have a wild device that produces the roar of a speeding car; it's called Moto-Roar (naturally) and sells for \$2.98.

Other Tyco 'tuff-stuff' includes a great lap counter for \$3.98, and a powerful speedway power-pack priced at \$5.98. How about a blinking traffic light for \$1.29? Or an illuminated A & P sign for 79¢?

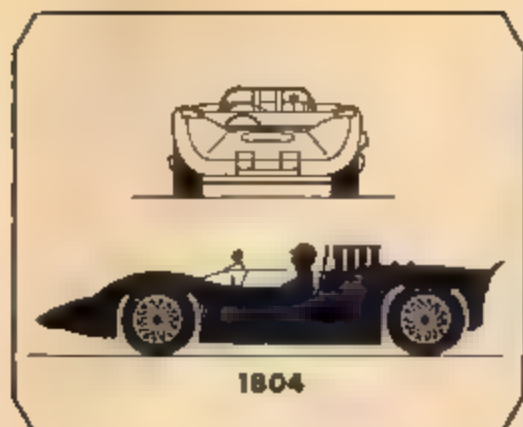
There's no doubt that the above companies are the "Big 3" in HO racing. However, more manufacturers are getting in on the action. Lindberg, Marx and Lionel all offer HO equipment in the accepted 1/87th scale. Information and equipment, unfortunately, are somewhat hard to come by. But the more serious challengers will no doubt soon appear in the hobby shops throughout the country, thus giving the HO fan even EXTRA variety.

HO'ers are probably better off than most slot fans, when it comes to doiling up a track. One company, Bachman Bros. Inc., of Philadelphia, carries a huge selection of scenery items under the brand-name of "Plasticville, U.S.A." And if you need grass, dirt, gravel, etc., Tru-Scale Models, San Dimas, Calif., has an absolutely "gee-whiz" catalog of goodies for 25¢ (you other scale fans ought to look at this too). The larger mail order houses like Western Hobbies in Los Angeles, or Auto World of Scranton, N.J., have a full stock of anything you can think of.

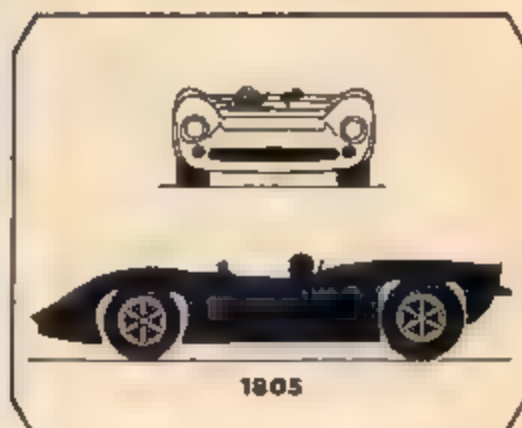
So, as you can see, HO is a buyer's market, with pleasing prices and very good equipment. You just have to go to your hobby dealer and see his selection to believe it. And don't let anybody feed you the line that HO is going down for the long count. Why my friend, the fight's just started.



You hear lots of static about the lack of detail in HO cars. Well, just try telling me when it was that you last saw a larger scale bug with this much realism.



CHAPARRAL



LOLA T-70

CAN YOU HANDLE ALL THIS POWER?

These low slung beauties in 1/24 scale will really haul . . . and no wonder, they carry the new 6 volt **SUPER CHALLENGER** American made motor. All this power and torque is coupled with K & B's meticulous attention to detail — high impact body — superlite aluminum chassis and spring action pick-up. These kits come with exclusive **POSI-LOK** wheels that install and remove with a flick of a wrench — will not come loose and improve performance. All in all these are hot to handle! If you're ready to become a winner, ask for them at your favorite hobby center. Complete kit only **\$8.00**

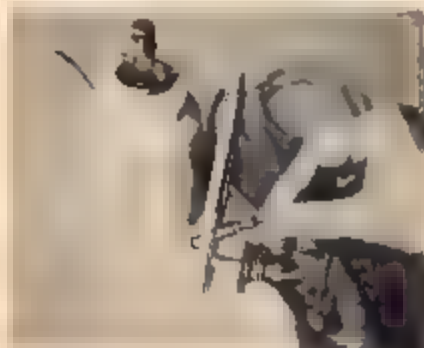




The complete, deluxe kit. The two cans of "Propel" provide the pressure for the air brush, no need for a noisy compressor.



To start assembly, screw the brass connection onto the top of the can of Propel.



Screw the other end of the vinyl air hose to the fitting on the air brush, as shown.



You're nearly ready to paint. The spray pattern is adjusted by turning the knurled nut on the end of the air brush.

HIGH POWERED PAINTING

The air brush — once for professionals only — now makes for fancy model finishes

BY BEN DUFFY

Sooner or later, if you've been building models for any significant length of time, you get the urge to own an air brush. But, if you're a novice to the

great hobby of model building, you may not even know what an air brush is! If this be the case, let me be the one to enlighten you!

An air brush is to the serious hobbyist, what a scalpel is to a surgeon. Either item allows the user to perform the most delicate tasks with complete confidence and great precision.

The air brush is a miniaturized spray gun, much like the spraying outfit a professional body man uses, except that it's much more refined. A variable nozzle allows the user to choose the pattern and density of the spray pattern that he wants. Pressure is supplied by a compressor or container of propellant.

The Badger Air Brush, manufactured by the Badger Air Brush Company of 9201 Gage Avenue, Franklin Park, Illinois, is one of the very best units of this type on the market. A great many photographers utilize this magnificent tool to touch up photographs. This testifies to the extreme precision requirements that the air brush can meet.

Badger sells the air brush in both standard and deluxe versions. The deluxe kit consists of the air brush unit, six feet of Vinyl air hose, two containers of Badger Propel, a regulator and control valve, a one oz. paint jar, two half oz. paint jars, a tack cloth, 12 paint stirrers, the air brush holder, and an instruction manual. This kit sells for \$26.95. The standard version comes less a container of Propel and the 1/2 oz. paint jars, tack cloth, paint stirrers, and air brush holder. This kit sells for \$24.95.

An electric compressor is available for \$39.00, and would probably be a worthwhile investment for the hobbyist who intends to use the air brush a great deal.

With a little practice and one of these professional air brush units, you can apply a finish to a car that you thought absolutely impossible! The air brush nozzle can be adjusted until an almost invisible spray pattern is reached. No running paint ever! You can build the paint up by laying super-thin coats over super-thin coats, until you reach the peak of perfection.

The model is prepared for spraying exactly as it would be for any other form of painting. All nicks, etc., should be filled and sanded smooth and the surface absolutely smooth and clean. Apply the primer with the air brush, sanding each coat thoroughly when dry, with #400 or #600 wet-or-dry sandpaper. Wipe the model clean with a "tack rag" before you begin to spray with paint.



Now screw the vinyl air hose onto the connection on the brass fitting.



Hold the button down with your finger as shown. Turn the control valve until you feel air coming from the nozzle.



The only way to paint! The brush can be adjusted so the nozzle throws a nearly invisible spray pattern!

You can use top grade enamels or lacquers, such as Testor's or Pactra bottle paint, but it will have to be thinned with that manufacturer's thinner. Approximately one part thinner to two parts paint is about right. This is necessary because the extremely fine nozzle in the air brush requires this liquid for proper operation.

For really smooth paint jobs, the final coat should be thinned before spraying, by mixing two parts thinner with two parts paint. Spray the final coat from a little greater distance also, to eliminate running. Badger refers to this as the "flow coat" and it will result in a splendid finish if the instructions are followed to the letter.

The air brush is easily assembled. After removing the protective cap on the propellant can, the air regulator control valve is attached. The vinyl air hose is then connected to this regulator valve. Connect the other end of the hose to the air brush. Fill the bottle with paint, properly thinned, and press down on the air brush trigger. Turn the regulator valve control screw clockwise until you feel air flowing from the nozzle of the air brush. The brush is now ready for use.

To adjust the spray pattern, position the air brush needle to the paint flow you want by turning the needle adjusting screw. You'll find it at the end of the air brush opposite the nozzle. Turning this screw clockwise reduces the flow, while turning it counter-clockwise increases it.

The brush is held in the hand like a ball point pen. Experiment on a sheet of white paper so you can observe the pattern. Adjust the needle until you get exactly the spray you want. The wrist should be held stiff while the passes are made across the model, to maintain accurate "paths."

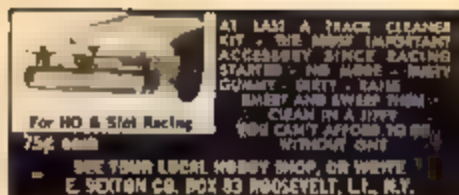
It is best to have a few extra bottles handy for each color of paint you want to use. This eliminates the trouble of stopping to clean out the paint bottle every time you want to change colors. Always keep one bottle full of thinner around at all times. When you are finished using the air brush, spray some thinner through it to clean the nozzle out thoroughly. The brush **MUST** be kept surgically clean at all times for maximum performance.

The air brush is perfect for stencilling stripes, flames, etc., on a model. The fine, narrow pattern that you can obtain by selecting the proper setting, allows you to paint a very small area without disturbing the surrounding color with overspray.

The air brush is THE answer for the serious model builder. Badger's version is one of the best. Try one, I'm sure you'll agree!



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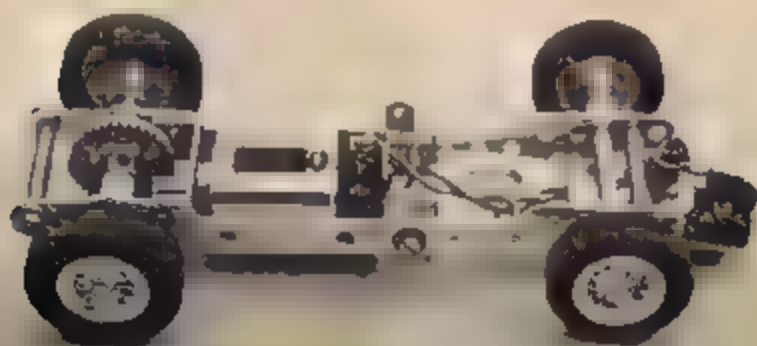
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After some careful hunting, "Thumbs" and I chose a lineup of parts that even he could put together with just a screwdriver and some wrist-action. No need for fancy tools or a whole lot of ability.



The Simplicity Special

A HOT "SHOW-N-GOER" THAT
EVEN A TEN-THUMB-LOSER
CAN PUT TOGETHER

BY GEORGE C. SIPOSS

Can a fella with a fist that's all thumbs build a decent slot car? You've probably seen the kind of guy I mean. He's always hanging around the local slot track, watching with a sad and envious look as the cars whip around the circuit. He doesn't have a car of his own. He'd like to build one, but let's face it, he's so out of it that he has problems finding his way out of a phone booth!

Well, this guy happens to be an old buddy of mine, and I've been trying to

MDC's rugged, performance proven "Panther" chassis was worked up in just five minutes. Adding the other goodies was a snap, as they were all automatically aligned by the built-in holes.

MODEL CAR SCIENCE

You may find it hard to believe, but this 1/24th Austin/Healey 3000 "SS" (Simplicity Special) went from static model to slot monster in 20 little minutes! And to think that a ten-thumb-loser did it!

help him out. I suggested that he might try buying a kit that comes already built up. There are dozens of real classy little numbers on the market. But, that route is not for him; it's built it, or back to car watching. Once he worked up a lemon-on-wheels that was so bad, that, as it gasped its way down the slot, it had everybody crying. So, you can see that this poor loser won't ever make it unless somebody comes up with something really simple. And I think I've gone and done just that. Listen up, while I tell you all about it.

What I've found is a car so simple, that the greenest "new-guy" at the track can put it together in a trice without expensive tools or an awful lot of native ability. AND, it can take just about all comers! In fact, my little "Simplicity Special" is so BOSS, that I'm wondering if I ought to have let the Lemon builder get his thumbs on it!

My friend-the-loser happened to have a beautiful shelf model of an Austin/Healey 3000 which he was more than happy to contribute to the experiment. Using this as the body of the "SS", I then led him by the thumb to my work bench where we selected a part here and a part there, from some of the better stuff I had in stock. I wanted the best of everyone, yet only parts that could be simply fastened together. Each component had to be of the finest quality, tested and proven. The choice wasn't easy, because many parts are equally well made. Finally, the choice narrowed down to those that appeared most rugged. And

Continued on next page



The real hero of the day was MHC's HP-32 "Hypoid" gear. With it, the motor sits so low in the chassis that you'd have to blast the "SS" with a ballpeen hammer to get it off the track.

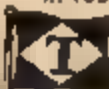


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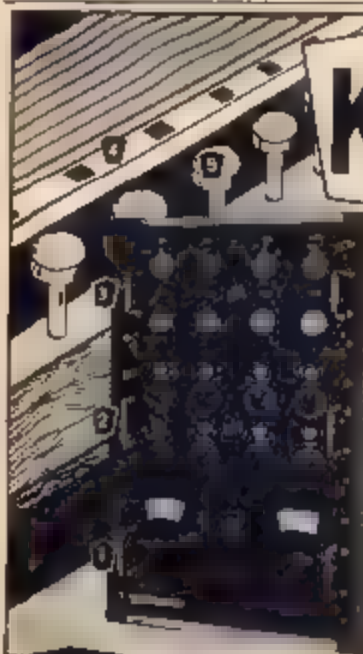
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Continued from page 59

when the lineup was assembled, it looked
something like this:

Pickup flag assembly	Cox #3236
Chassis assembly	MDC "Panther" #141
Motor	Cox X-150
Gear	MDC HP-32 "Hypoid"
Axle & nuts	Monogram SR-1201
Tires	Monogram SR-1002
Driver	Monogram SR1702
Body mounts	MDC ("T" shaped) #118

Assembling operations were started by
screwing the motor to the "U" shaped
bracket supplied by MDC in their "Pan-
ther" chassis kit. The self-tapping screws
fitted extremely well into the brush end
of the Mabuchi motor. Eight screws and
five minutes later the chassis was all as-
sembled. Everything was automatically
aligned by the built-in holes; all
"Thumbs" needed was a screwdriver .
and somebody to wipe the tears (of joy)
from his puffed-up eyeballs.

Then the pickup arm was slipped into
its retaining holes; and having deter-
mined our required wheelbase, we also
set the axles in place. For the rear, I de-
cided at the last minute to use ball bear-
ings (SKF bearing #200), but the more
conventional sintered bushings would
have been okay. Things were really tak-
ing shape! Funny, but it strangely re-
sembled the chassis of a real car . . .
and talk about strength! And with the
hypoid gear, you should see how low the
motor sits.

I chose Monogram wheels and tires
for several reasons. One, they run com-
pletely true without sanding or gluing.
Second, they look darn realistic. And
third, their softness, combined with the
tread pattern, makes for an all around
great combination.

We added the pickup assembly without
the usual frustration that comes from
"fiddling around" with the pickup tape.
The Cox tapes were pre-drilled and the
screws fit nicely. The motor wires were

With the "Panther" chassis and the hypoid gear, everything sits so low on the
track that "Thumbs" was able to plunk a driver in the cockpit and mount an
engine under the hood.



Monogram wheels and tires eased out
the competition for a number of rea-
sons. One that's rather obvious is
realism. Just look at that wirewheel!
And the tires run true without sanding
or gluing.

plenty flexible and before I could catch
my breath, "Thumbs" had the car ready
for power Time: 20 minutes; that's not
bad for anybody, let alone a born-loser!

Now as for the Austin/Healey body,
we found that the center of the floor had
to be cut away to make room for the
ladder frame chassis. Otherwise, every-
thing was left undisturbed. Couldn't have
done it if it weren't for the low Panther
chassis. Not only does it permit the low-
est possible center of gravity (by its up-
swept ends and the use of hypoid gear-
ing), but it allows a truly beautiful show
car to be raced. You can even put a full
driver into the cockpit and mount an
engine under the hood!

You know I've been sitting here think-
ing; my friend-the-comman is now the
proud owner of the hottest "show-a-
goer" this side of Ray Hoy. And to think
that I showed him how to build it! Now
I'll be standing around the scene, look-
ing sad and dejected. And what with two
fists of nothin' but thumbs, I'm afraid
to go even near a phone-booth. My
friend-the-RAT is having such a cool
time, he'd never help me get out.



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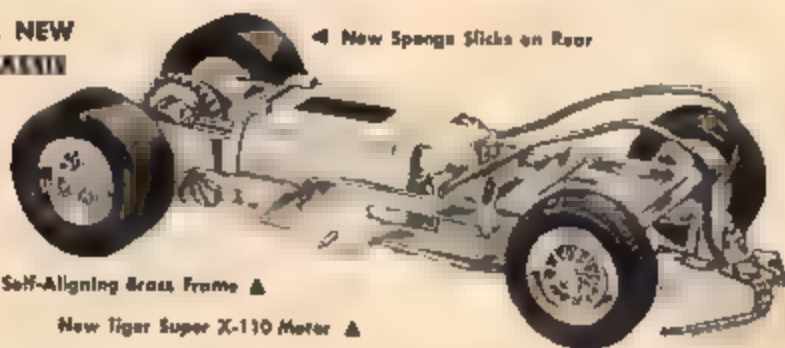
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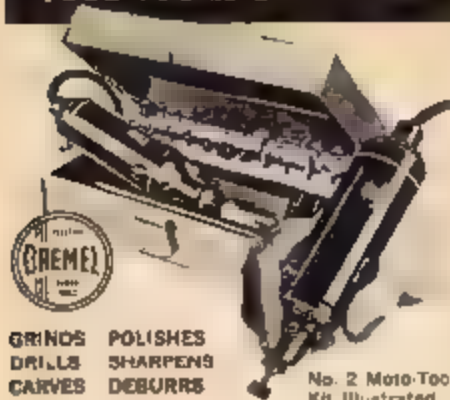
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REMAC - FOR MORE MUSCLE

By Raymond E. Hoy

How about it gang? Is your ol' wee-winder running slower and slower these days? Does that once feared terror now seem to have tired blood? Betcha I know what's wrong! Those little bitty arrows



that your science teacher drew on the chalkboard are beginning to point in all different directions in that tired motor magnet!

Shame on you! When's the last time you had your motor remagnetized? Probably NEVER, if the truth were known! For some reason it's the last thing any-

one thinks of doing to their motor. It should be the first! Want to know why?

Any DC (direct current) motor used in model car racing, has a permanent magnet. Heat, constant "flat out" running, and reverse polarity switching, all tend to cause the motor to lose magnetism. Your motor gradually runs slower and slower, while you get more frustrated. You can tune and tune, but nothing works. And nothing will, until you spend 50 cents or so and have it remagnetized!

You can have this little job done in just a few minutes at any well equipped hobby shop. Most of them now have a remagnetizer, and the going price for this helpful little tune up is 50 cents to one dollar.

The remagnetizing units usually cost quite a bit (from \$75 on up), so unless you belong to a large club, and wanted to split the cost up among yourselves, your best bet is still the local hobby shop.

You'll be amazed at the way your little hotshot screams, once you tune up his tonsils! Now don't just sit there — do it!



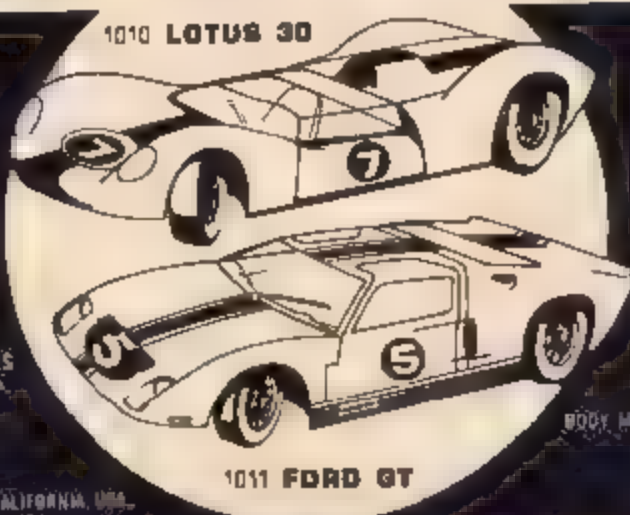
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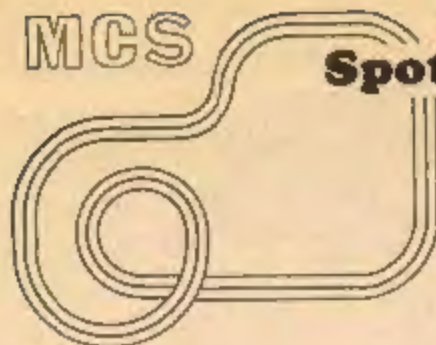
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Spotlights: TRACK of the MONTH



D & R MINIATURE SPEEDWAY

Eugene, Oregon

Fifty trophies make for a shelf full of glitter, and that's just what you'll find in Eugene, Oregon, at the D & R Miniature Speedway. Won by the Speedway's own racing club, the trophies, which surprisingly represent just three months of competition, have been displayed above the counter area as a warning to all challengers that this is the home of the hottest cars in the Northwest.

The secret of the club's success, so Rich Richard, owner of the Speedway, reports, lies in the excellent experience gained from racing on "The Hazard." The smaller of the two tracks featured at the Speedway, "The Hazard" is 130 feet of tough twists and tight corners. The club's 40 members practically live on this course before any big event.

The other track featured at the Speedway is the "Chicane," an eight lane course with a total distance of 210 feet.

From a 45 foot straight-a-way, it leads into a steep uphill bank, then continues into some very interesting eases and decreasing radius curves.

The two tracks have been designed to offer a choice between speed and skill driving, with the emphasis on team competition. The most popular races in the past have been the all-class bashes, where the only rule is that cars must have a body and rear wheel track not over three inches. But after August 28th, when the Speedway held a 12 hour "Miniature Sebring," the big word around southern Oregon is enduro racing.

The Speedway has put up a challenge trophy, for which any club may try. So far, the house team has managed to hold on to it. But, as rival teams get in their practice, the D&R Miniature Speedway is bound to be the scene of some pretty wild racing!

They've got a lot of brass at the D & R Mini Speedway; trophy brass, that is! This wall-length display of winnings took just three months racing.



Flexing their thumb muscles, members of the Speedway house team warm-up on "the Hazard", before the next rival club shows for yet another challenge race.



Here's a long view of the eight-lane "Chicane", the bigger of the two tracks featured at the Speedway. The vintage model taking the curve has a long way to roll if it aims to catch the speedster coming out of the uphill bank.





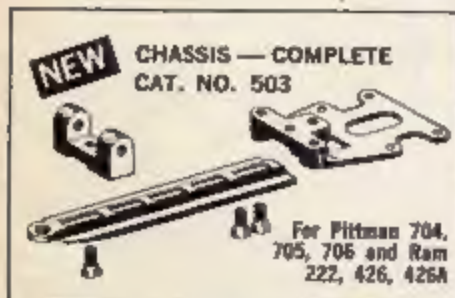
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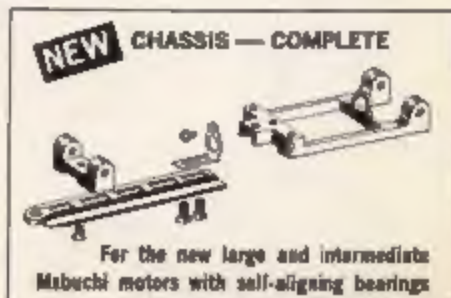
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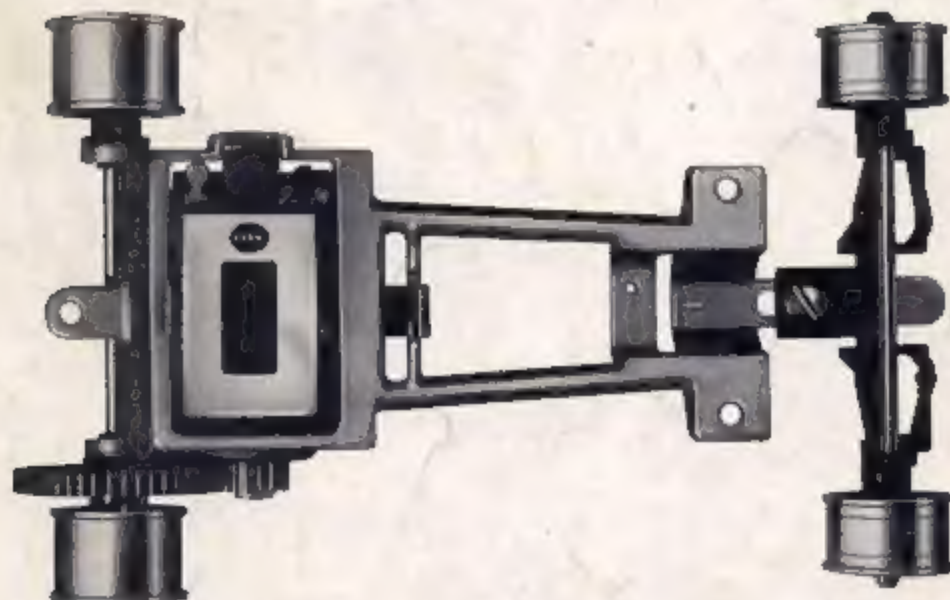
Cutaway section shows precision fit of tapered axle and matching tapered hub. Say "good-bye" to wheel wobble and faulty alignment when you install COX tapered axles and matching wheels in your next car, or purchase a new COX Chaparral or FORD GT.



Now model racing can be rid of two of the most common deterrents to speed—wheel wobble and misaligned gears! For the past twelve months COX engineers have been seeking solutions to these problems. In each case the answer was more precision—COX quality—than had heretofore been available to model builders and racers. Study the illustrations on this page—then ask your dealer for new COX Sidewinder Cars and Chassis for new trouble-free, wobble-free performance!



COX authentic model of Jim Hall CHAPARRAL wheel, miniaturized and cast in "race car" magnesium (hub is tapered on opposite side to receive axle.)



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